

Insurances.

NOTICE.

GUARDIAN FIRE ASSURANCE COMPANY.
THE following Rates will be charged in future for Short Period Insurances, viz:—
Not exceeding 1 month, 1 per cent.
Above 1 month and not exceeding 3 months, 2 do.
Above 3 months and not exceeding 6 months, 3 do.
Above 6 months, the full annual rate.
ALFRED WILKINSON & Co.,
Agents, Guardian Assurance Company,
Hongkong, April 7, 1868.

ALLIANCE FIRE ASSURANCE COMPANY.
NOTICE.
FROM and after this date the following rates will be charged for Short Period Insurances, viz:—
Not exceeding 1 month, 1 of the Annual Rate.
Above 1 month and not exceeding 3 months, 2 " " "
Above 3 months and not exceeding 6 months, 3 " " "
Above 6 months, the full Annual Rate.
JARDINE, MATHESON & Co.,
Agents, Alliance Assurance Company,
Hongkong, April 7, 1868.

HONGKONG FIRE INSURANCE COMPANY.
NOTICE.
FROM and after this date the following rates will be charged for Short Period Insurances, viz:—
Not exceeding 1 month, 1 of the Annual Rate.
Above 1 month and not exceeding 3 months, 2 " " "
Above 3 months and not exceeding 6 months, 3 " " "
Above 6 months, the full Annual Rate.
JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Company,
Hongkong, April 7, 1868.

QUEEN INSURANCE COMPANY.
THE following Rates will be charged in future for short period Insurances, viz:—
Not exceeding 1 month, 1 per cent.
Above 1 month and not exceeding 3 months, 2 do.
Above 3 months and not exceeding 6 months, 3 do.
Above 6 months, the full annual rate.
HOLLIDAY, WISE & Co.,
Agents,
Hongkong, April 8, 1868.

MANCHESTER FIRE ASSURANCE COMPANY.
THE following Rates will be charged in future for short period Insurances, viz:—
Not exceeding 1 month, 1 per cent.
Above 1 month and not exceeding 3 months, 2 do.
Above 3 months and not exceeding 6 months, 3 do.
Above 6 months, the full annual rate.
HOLLIDAY, WISE & Co.,
Agents,
Hongkong, April 8, 1868.

LONDON ASSURANCE CORPORATION.
THE following rates will in future be charged for Short Period Insurances:—
One month, 1 per cent.
Three months, 2 " "
Six months, 3 " "
HOLLIDAY, WISE & Co.,
Hongkong, April 7, 1868.

THE LONDON ASSURANCE CORPORATION.
THE Undersigned having been appointed Agents of the above Corporation are prepared to grant Fire and Marine Insurance on the usual Terms.
HOLLIDAY, WISE & Co.,
Hongkong, December 26, 1867.

THE QUEEN INSURANCE COMPANY.
CAPITAL, TWO MILLION STERLING.
THE Undersigned having been appointed Agents for the above named Company are prepared to grant Policies against Fire, either at this Port, or at Macao, Canton or Whampoa, to the extent of £15,000, in any one Risk upon Buildings or Merchandise, on the usual terms.
HOLLIDAY, WISE & Co.,
Hongkong, June 8, 1867.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
FROM and after this date the following Rates will be charged in Short Period Insurance, viz:—
Not exceeding one month, 1 of the annual rate.
Above 1 month, and not exceeding 3 months, 2 " "
Above 3 months, and not exceeding 6 months, 3 " "
Above 6 months, the full Annual Rate.
GILMAN & Co.,
Agents, North British and Mercantile Insurance Company,
Hongkong, April 7, 1868.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.
Incorporated by Royal Charter and Special Act of Parliament.
ESTABLISHED 1809.
CAPITAL £2,000,000.
ACCUMULATED FUNDS £2,233,927.
ANNUAL REVENUE £497,265.
THE Undersigned Agents at Hongkong for the above Company are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same.
GILMAN & Co.
Hongkong, June 21, 1864.

Insurances.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
REDUCTION IN THE RATES OF PREMIUM.
Dwelling-Houses removed from Town, and their Contents, 1 per cent.
Other Dwelling-Houses used strictly as such, and their Contents, 1 per cent.
Godowns, Offices, Shops, &c., and their Contents, 1 per cent.
GILMAN & Co.,
Agents, North British and Mercantile Insurance Company,
Hongkong, March 9, 1866.

IMPERIAL FIRE OFFICE.
FROM and after this date the following Rates will be charged for Short Period Insurances, viz:—
Not exceeding 1 month, 1 of the annual rate.
Above 1 month and not exceeding 3 months, 2 do.
Above 3 months and not exceeding 6 months, 3 do.
Above 6 months, the full annual rate.
GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company,
Hongkong, April 7, 1868.

IMPERIAL FIRE INSURANCE COMPANY.
THE Undersigned having been appointed Agents for the above Company at this Port, are prepared to grant Policies against Fire to the extent of £80,000 on Buildings, or on Goods stored therein.
GIBB, LIVINGSTON & Co.,
Hongkong, August 24, 1864.

BOMBAY INSURANCE COMPANY AND FORBES & CO.'S CONSTITUENTS INSURANCE COMPANY.
THE Undersigned having been appointed Agents for the above Companies are prepared to accept Risks on the usual terms.
GIBB, LIVINGSTON & Co.,
Hongkong, February 20, 1868.

IMPERIAL FIRE INSURANCE COMPANY.
REDUCTION IN THE RATES OF PREMIUM.
UNTIL further notice the following Annual Rates will be charged for Fire Insurance, viz:—
Detached and Semi-detached Dwelling-Houses removed from the Town, and their Contents, 1 per cent.
Other Dwelling-Houses used strictly as such, and their Contents, 1 per cent.
Godowns, Offices, Shops, &c., and their Contents, 1 per cent.
GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company,
Hongkong, March 6, 1865.

ROYAL INSURANCE COMPANY.
THE following Rates will be charged in future for short period Insurances, viz:—
Not exceeding One Month, 1 per cent.
Above One Month and not exceeding Three Months, 2 per cent.
Above Three Months and not exceeding Six Months, 3 per cent.
Above Six Months, the full Annual Rate of 1 per cent.
ROB. S. WALKER & Co.,
Agents, Royal Insurance Company,
Hongkong, April 7, 1868.

REDUCTION IN THE RATES OF PREMIUM FOR FIRE INSURANCE.
THE Undersigned have (as already intimated in their Circular dated 14th October last) received authority from the Secretary of the ROYAL INSURANCE COMPANY to reduce the rate of Premium under certain circumstances, on PRIVATE RESIDENCES and on FURNITURE and Effects, therein contained.
In cases of DWELLING-HOUSES removed from the Town, the rate of Premium will be Three-quarters per Cent. in place of One per Cent. per Annum as hitherto charged; and in cases of Residences, as situated, being detached or semi-detached, the rate will be further reduced to One-half per Cent.
The Royal Annual Rates for FIRE INSURANCE on the various classes of Buildings and their contents will therefore remain as follows, until further notice, viz:—
Detached and semi-detached Dwelling-Houses (removed from the Town) and their Contents, 1 per cent.
Other Dwelling-Houses (similarly situated) and their Contents, 2 per cent.
First Class Chinese Houses and their Contents, 1 1/2 per cent.
Other Risks as per special arrangement.
ROB. S. WALKER & Co.,
Agents, Royal Insurance Company,
Hongkong, November 9, 1866.

LIFE ASSURANCE.
THE Undersigned have received Authority by a recent Mail to issue Life Policies for amounts not exceeding £1000 without reference to the Head Office, as was previously required by the Board.
ROB. S. WALKER & Co.,
Agents, Royal Insurance Company,
Hongkong, January 6, 1866.

AMICABLE INSURANCE OFFICE.
THE Undersigned having been appointed Agents for the above INSURANCE OFFICE, are prepared to accept Marine Risks, and issue Policies on any first class Sailing Vessels or Steamers, on the usual terms, payable in case of loss, in CHINA, SINGAPORE, CALCUTTA, BOMBAY, or LONDON.
ROB. S. WALKER & Co.,
Hongkong, June 17, 1864.

THE UNIVERSAL LIFE ASSURANCE SOCIETY OF CALCUTTA.
ESTABLISHED 1834.
Subscribed Capital, £500,000.
Accumulated Funds exceed £308,000.
THE Undersigned are empowered to accept Life Assurances in the above Society. Full particulars given on application.
ROB. S. WALKER & Co.,
Hongkong, February 21, 1868.

Insurances.

NOTICE.

THE Undersigned having received extended limits from THE ROYAL INSURANCE COMPANY, are now authorised to issue Policies against FIRE as follows, viz:—
On any one first-class Building, or on Goods stored therein— in Hongkong, \$60,000; in Macao \$45,000.
ROB. S. WALKER & Co.,
Agents, Royal Insurance Company of Liverpool,
Hongkong, June 17, 1864.

ROYAL INSURANCE COMPANY.
FIRE AND LIFE.
CAPITAL, £2,000,000.

(LIFE DEPARTMENT.)
£2 per Cent. per Annum Bonus declared during the last Fifteen Years on all Profit participating Policies of Two Years standing.
The utmost liberality practised in the settlement of all Claims, with the representatives of deceased Assurers.
An Assurance for any sum not exceeding £1000 can be effected with the Undersigned without reference to Head-quarters.
By special authority of the Board, Claims are settled at once by the Undersigned without reference to England.
Fees to Medical Referees paid by the Company.
No forfeiture of Policy from unintentional mis-statement.
Premiums payable Half-yearly or Annually at the option of the Assured.
Annual Premiums for an Assurance of £100 for the whole term of Life, including £2-10s. per Cent. for Foreign Risk, which will be deducted during a visit to or a permanent resident in Europe.

AGE.	WITHOUT PARTICIPATION.	WITH PARTICIPATION.
15	£3 19 8	£4 6 6
20	4 3 8	4 9 4
25	5 2 9	4 14 2
30	4 13 11	4 19 9
35	5 0 0	5 6 2
40	5 8 0	5 14 1
45	5 17 11	6 4 6
50	6 11 7	6 18 3
55	7 11 1	8 0 4
60	8 16 0	9 8 7

N.B. Intermediate ages charged proportionally.
For Forms, for effecting Life Assurances, and for any further information, apply to
ROB. S. WALKER & Co., Agents,
Hongkong, September 3, 1864.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.
THE Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE, on BUILDINGS and GOODS, at current rates.
RUSSELL & Co.,
Hongkong, February 6, 1867.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.
THE Undersigned having been appointed Agents in China for the above COMPANY are prepared to grant Policies covering Marine Risks, at the current rates.
RUSSELL & Co.,
Hongkong, July 6, 1866.

BATAVIA SEA & FIRE INSURANCE COMPANY.
THE Undersigned having been appointed Agents in Hongkong for the above named COMPANY are prepared to grant Policies against SEA RISKS, at current rates.
RUSSELL & Co.,
Hongkong, April 1, 1865.

YANGTZE INSURANCE ASSOCIATION OF SHANGHAI.
A DIVIDEND OF (8 per cent.) Eight per cent has been declared on the Net Profits contributed to the above Association for the year ending 30th September, 1866.
Policy HOLDERS will please send in particulars of their contribution to that date to the Undersigned.
RUSSELL & Co.,
Hongkong, September 7, 1867.

YANGTZE INSURANCE ASSOCIATION OF SHANGHAI.
THE Undersigned having been appointed Secretaries and Agents of this Association, are prepared to issue Policies upon Marine Risks at current rates of premium. Policies can be made payable in London, New York, Bombay, Calcutta, Singapore, Hongkong, Foochow and Shanghai.
In addition to the usual brokerage this Association returns to the assured of each year at the close of each current year, fifteen (15) per cent. of the profits of the Company for that year divided pro rata to the amount of premium paid by each policyholder.
RUSSELL & Co.,
Hongkong, March 2, 1867.

DE OOSTERLING SEA AND FIRE INSURANCE COMPANY OF BATAVIA.
SARANG SEA AND FIRE INSURANCE COMPANY OF SAMARANG.
THE Undersigned having been appointed Agents in Hongkong for the above named Companies are prepared to grant Policies against Sea Risks on the usual terms.
SLEM-SEN & Co.,
Hongkong, August 1866.

SARANG SEA AND FIRE INSURANCE COMPANY OF SAMARANG.
THE Undersigned having been appointed Agents in Macao for the above named Company are prepared to grant Policies covering Marine Risks at the current Rates.
RAYNAL & Co.,
Macao, Aug. 4, 1866.

MERCHANTS' MUTUAL MARINE INSURANCE COMPANY, SAN FRANCISCO.
PAID UP CAPITAL, \$500,000.
THE Undersigned having been appointed Agents in Hongkong and China for the above Company, are prepared to grant Policies at current rates.
OLYMPHANT & Co.,
Hongkong, August 9, 1867.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.
THE Undersigned having been appointed Agents in Hongkong for the above Company are prepared to grant Marine Risks at current rates.
AUGUSTINE HEARD & Co.,
Hongkong, March 6, 1868.

Insurances.

ALBERT LIFE ASSURANCE COMPANY.
ESTABLISHED 1838.
CAPITAL, £500,000.
Managing Agents in China, Messrs. AUGUSTINE HEARD & Co., Hongkong, Medical Referee, J. IVOR MURRAY, Esq., M.D.
THE Undersigned having been appointed Managing Agents for the above Company are prepared to accept risks and issue Policies on Life Assurances.
For further particulars, forms of proposals, &c., apply to
AUGUSTINE HEARD & Co.,
Managing Agents in China,
Hongkong, June, 1867.

OCEAN MARINE INSURANCE COMPANY.
LONDON.
Incorporated 1859.
CAPITAL, £1,000,000.
THE Undersigned having been appointed Agents for the above Company are prepared to accept Marine risks and issue Policies at current rates.
AUGUSTINE HEARD & Co.,
Hongkong, June 6, 1867.

LANCASHIRE INSURANCE COMPANY (FIRE AND LIFE).
CAPITAL, TWO MILLIONS STERLING.
THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matsheds, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.
Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.
If required, protection will be granted on first class Lives up to £1000 on a Single Life.
For Rates of Premiums, forms of proposals or any other information apply to
ARNHOLD KARBURG & Co.,
Agents, Hongkong & Canton,
Hongkong, January 4, 1867.

SUN FIRE OFFICE.
THE Undersigned having been appointed Agents for the above Office, are prepared to grant Policies against FIRE, on the usual Terms and Conditions.
Risks will also be accepted at the following Ports:—
Canton, by Messrs. DRACON & Co.
Macao, by E. L. LANGA, Esq.
Amoy, by Messrs. BOYD & Co.
Fuzhou, by Messrs. KINNEAR & Co.
Full particulars of Rates, &c., may be obtained on application to
ADAM SCOTT & Co., Agents,
Hongkong, May 22, 1866.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.
CAPITAL ONE MILLION STERLING.
THE DIRECTORS have the pleasure to announce the appointment of Messrs. HOLLIDAY, WISE & Co. as Agents for the Company at Hongkong, Shanghai, Canton, Hankow, and Fuchow, who are prepared to grant Insurances at current rates and of whom all useful information may be obtained.
By Order of the Board,
JAS. B. NORTHCOTT, Secretary.

UNION INSURANCE SOCIETY OF CANTON.
NOTICE.
MR. ROBERT WATMORE will assume the duties of Secretary to the UNION INSURANCE SOCIETY OF CANTON, on the 1st of April, 1868.
By order of the Directors,
C. D. WILLIAMS, Secretary.
Hongkong, March 20, 1868.

At the request of the Undersigned, Messrs. GIBB, LIVINGSTON & Co., have taken temporary charge of the following Insurance Companies:—
Phoenix Assurance Company.
Liverpool and London and Globe Insurance Company.
London and Provincial Marine Insurance Company.
Universal Marine Insurance Company Limited.
SMITH, KENNEDY & Co.,
Agents,
Hongkong, July 2, 1867.

NORTH CHINA INSURANCE COMPANY.
NOTICE is hereby given that an Agency of this Company has been opened in Macao, under the care of Messrs. Margeson & Co., and that Captain Carroll has been appointed Surveyor for the Company at that Port.
By order of the Court of Directors,
JOHN S. MACKINTOSH, Secretary.
Shanghai, September 23, 1867.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
SUBSCRIBED CAPITAL, FIVE MILLIONS OF DOLLARS.

COURT OF DIRECTORS.
Chairman, GEORGE JOHN HELLAND, Esq.
Deputy Chairman, GEO. F. HEARD, Esq.
W. H. FOSTER, Jr., Esq.
JULIUS MENKE, Esq.
JAMES B. TAYLOR, Esq.
SOLOMON D. SASSOON, Esq.
A. JONES, Esq.
WILLIAM LEMANN, Esq.
JAS. P. DUNGASON, Esq.
Managers,
HONGKONG, VICTOR KRASSER, Esq., Chief Manager.
SHANGHAI, DAVID MACLEAN, Esq., Chief Manager.
LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
For 6 months, 4 per cent. " "
For 12 months, 5 per cent. " "
LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted in London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
VICTOR KRASSER, Chief Manager.
Offices of the Corporation, Wardley House, No. 1, Queen's Road, Hongkong, March 2, 1868.

Docks.

UNION DOCK COMPANY OF HONGKONG & WHAMPOA, LIMITED.
THE Company respectfully beg to call the attention of Ship Owners, Agents and Masters to their Establishments at Hongkong and Whampoa, which offer every facility for the DOCKING and REPAIR of Vessels of all classes.

Their Docks in Whampoa, which comprise Four, have been in successful operation for the last Twelve Years, and are now in good Working Condition.
The Docks are pumped out by a Steam Pump in Five hours, and capable of taking in Vessels drawing 15 1/2 feet at Spring Tides.
The Work Sheds comprise the different Departments of the Shipwright, Blacksmiths, Boiler Maker, and Foundry—possessing all the necessary appliances for the Repairs of Ships, Steamers, and Steam Machinery.

The Stores in the different Departments consist of the best Materials, which can be supplied to Vessels on the most reasonable Terms.
A Jetty, with a powerful Lifting Shears, alongside of which Vessels can lie and take out Masts, Boilers, &c.
A Steam Tug always in readiness to Tow Vessels to the Docks, free of charge, and will tow them back to anchorage or to sea at Reduced Rates.
All Work carried on under the superintendence of experienced Europeans.

For further particulars, apply at the Company's Office, Pedder's Wharf, Praya, Hongkong.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.
CAPITAL, £750,000.
IN 1,500 SHARES, OF £500 EACH.

THE COMPANY'S DOCKS at ABERDEEN and WHAMPOA are in full working order, and the attention of Shipowners is respectfully solicited to the advantages which these Establishments offer for the Docking and Repair of Vessels.

The following description of the Premises is submitted for the information of the Public.

ABERDEEN DOCK.
DOCK No. 1.
Built of GRANITE.
Length, 330 feet.
Breadth, 80 "
Depth of Water at Spring Tides, 12 1/2 "
do. Neap Tides, 16 "

NEW DOCK, No. 2.
Built of GRANITE.
Length, 400 feet.
Breadth, 80 "
Depth of Water at Spring Tides, 24 "
do. Neap Tides, 21 1/2 "
This Dock is now under course of construction.

WHAMPOA DOCKS.
DOCK A.
Built of GRANITE.
Length, 550 feet.
Breadth, 80 "
Depth of Water at Spring Tides, 16 1/2 ft.
do. Neap Tides, 15 1/2 ft.
This can be used either as one or two Docks.

DOCK B.
Built of GRANITE.
Length, 340 feet.
Breadth, 60 "
Depth of Water at Spring Tides, 18 "
do. Neap Tides, 15 "
The above are the largest Docks in China and they are fitted with every appliance in the way of Caissons, powerful Steam Pumps, &c., to ensure safety and despatch in work.

DOCK C.
Built of WOOD.
Length, 260 feet.
Depth of Water at Spring Tides, 14 "
do. Neap Tides, 11 "
Fitted with Caissons and Steam Pumps.

DOCK D.
Length, 164 feet.
Depth of Water at Spring Tides, 12 1/2 "
do. Neap Tides, 9 1/2 "

DOCK E.
Length, 120 feet.
Depth of Water at Spring Tides, 11 "
do. Neap Tides, 8 "
D. and E. are Mud Docks available for small vessels, at very low rates.

WORKSHOPS.
The Workshops on the Premises, both at Aberdeen and Whampoa, possess every appliance necessary for the Repairs of Ships or Steam Machinery. The Engineer's Shops are supplied with Lathes, Planing, Screwing, Cutting, Punching Machines, &c., &c.—capable of executing work on the largest scale, and Blacksmith's Shops are equally well supplied with plant, and the work is entirely carried on under the Supervision of experienced Europeans.

Powerful Lifting Shears stand on a Jetty alongside where vessels can lie in 24 feet water and take in or out boilers, masts, &c.

BOILERMAKERS' DEPARTMENT.
The company in addition to executing Repairs are prepared to tender for supplying new Boilers to Steamships for constructing which they have great facilities.

FOUNDRY.
Iron and Brass Castings, either for Ships or general purposes, executed with the utmost despatch.

STORES.
The Company's Store will (when required) supply at moderate rates all the necessities for Shipwork, such as Paint, Copper, Canvas, &c., &c.

STEAM TUG.
The Company's powerful Steam Tug JANE (100 Horse-power nominal) is always in readiness to Tow Sailing Vessels from Hongkong to the Dock free of charge, and will take them back or to sea at reduced Rates.
For further particulars, apply at the Office of the Company, d'Aguilar Street Hongkong.

JOHN S. LAPRAIE,
Secretary.
N.B.—The Consignees or Masters of any Vessel seeing reason to complain of the work done in the Docks, or in any way respecting the Dock arrangements, should address the Secretary on the subject—when their complaints will receive the immediate attention of the Directors of the Company.
Hongkong, October 13, 1866.

Post-Office

MAILS BY THE 'The Contract Packet' dispatched with Europe, &c., on 23d April, at 7 a.m. will be open for many Letters, Newspapers, &c., on the 21st April, and on the 21st April following morning.

All Letters posted by the 21st April, in addition to the Late Fee of 18 cts. The latest time for Office is 6 A.M. Books, or Patten April.

Further, late letters dressed to the Mauritius or to posted on board to 6.00 A.M. of 45 cents each postage, after receipt.

Sealed Boxes containing of Box Holders window set up the East Side of All correspondence in payment is occupy in Hongkong Post.

Insufficiently stamped letters charged with a addition to the p Letters posted after 5 will not be forwarded as well as the Letters insufficiently addressed to place not be forwarded and returned as possible, but given that such 18 a.m. on the 21st April until after the Postage Stamps on upper right-hand pence, except may be used when the Stamp ing the late fee a lower left-hand

All transactions in the office will be conducted by Order the Proclamation 1864, and no of therein specified or given in charge of a Dollar.

Payment for Postage in the current Bank Notes.

General Post-Office Hongkong, April 9

Houses.
TO
FOUR Large Rooms above the Office, 44, Queen's Road, Messrs C. Hook & Co. taken on the 1st of For Terms, &c., a Hongkong, Novem

TO
THE Premises sit Stanley Street, pleted by Messrs H. M. For particulars, apply to LAMBERT, Hongkong, March

TO
A SHOP, situated Queen's Road, Fittings complete. N.B.—Two First had with above, free Address "Z", a penary. Hongkong, Novem

TO
LIGHTERAGE. THE Undersigned Cotton, Rice, chandises, in their the same on STORA nite godowns, on M ROH S. Hongkong, March

TO
THE OFFICE and the corner of W. Streets, and at present Messrs ELMENHOSE For particulars, apply to GIBB, L Hongkong, March

TO
A HOUSE in Spring four Rooms at \$28 per month. Apply at the Viet Hongkong, March

TO
TWO HOUSES in Spring Gardens downs, rent moderate. Apply to LAMBERT, Hongkong, 6th St

TO
THE PREMISES What, lately AUGUSTINE HEARD & Co. taken on the 1st of For further partic Hongkong, Decem

TO
A HOUSE in Queen a good view of North side. The Rooms with Bath Room and back, Kitchens, Godowns on ground. Apply to Hongkong, Febru

TO
THE BUSINESS is occupied by Messrs & Co., consisting Offices, and spacious Possession to be had Apply to Hongkong, Febru

Post-Office Notifications.

MAILS BY THE "CHINA"
The Contract Packet "CHINA" will be dispatched with the usual Mails for Europe, &c., on WEDNESDAY, the 22d April, at 7 A.M., and the Post Office will be open for the reception of Ordinary Letters, Letters for Registration, Newspapers, Books, &c., until 9 A.M. on the 21st April; Letters, &c., may be posted in the night box from 9 P.M. on the 21st April until 5 A.M. on the following morning.
All Letters posted between 5 and 6 A.M. on the 22nd April will be chargeable, in addition to the usual postage, with a Late Fee of 18 cents.
The latest time for posting Letters at this Office is 6 A.M. and for Newspapers, Books, or Patterns 5 A.M. on the 22nd April.
Further, late letters (but letters only) addressed to the United Kingdom and Colonies or to Singapore, may be posted on board the Packet from 6.30 to 6.50 A.M. on payment of a late fee of 48 cents each, in addition to the postage, after which no Letters can be received.
Sealed Boxes containing the correspondence of Box Holders will be received at the window set apart for the purpose, on the East Side of the building.
All correspondence for places to which prepayment is compulsory must be prepaid in Hongkong Postage Stamps.
Insufficiently-stamped Letters addressed to the United Kingdom will be sent on, charged with a fine of One Shilling in addition to the postage.
Letters posted after 5 A.M. on the 22d April will not be forwarded unless the Late Fee as well as the postage is prepaid.
Letters insufficiently stamped or unstamped addressed to places to which they cannot be forwarded unpaid, will be opened and returned to the writers as early as possible, but no guarantee can be given that such Letters, if posted after 9 P.M. on the 21st April, will be returned until after the mail is closed.
Postage Stamps should be placed on the upper right hand corner of the correspondence, except in cases where they may be used in payment of "Late Fees," when the stamp or Stamps representing the late fee should be placed on the lower left-hand corner.
All transactions in fractional parts of a Dollar will be conducted in the Coins prescribed by Ordinance 1, of 1864, and the Proclamation of the 22nd January, 1864, and no other Coins, but those therein specified will either be received or given in change as fractional parts of a Dollar.
Payment for Postage Stamps must be made in the current Dollars of the Colony or Bank Notes.
F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, April 9, 1868.

Houses and Lands.

TO LET.
FOUR Large ROOMS on Second Floor above the Offices of the Underigned, 44, Queen's Road, at present occupied by Messrs C. Hook & Co. Possession can be taken on the 1st of January, 1868.
For Terms, &c., apply to
G. DUBOST & Co.
Hongkong, November 6, 1867.

TO LET.
THE Premises situated in Queen's Road, Stanley Street, and at present occupied by Messrs H. M. & Co.
For particulars, apply to
LAMBERT, ATKINSON & Co.
Hongkong, 6th September, 1867.

TO BE LET.
A SHOP, situated in the best part of the Queen's Road, with Show Cases and Fittings complete.
N.B.—Two First Floor Rooms can be had with above, if required.
Address "Z," care of Hongkong Dispensary.
Hongkong, November 23, 1867.

LIGHTERAGE AND STORAGE.
THE Underigned will undertake to land Cotton, Rice, Coals, and other Merchandise, in their own Boats, and to receive the same on SHORAGE in First-class Granite godowns, on Moderate Terms.
ROB. S. WALKER & Co.
Hongkong, March 4, 1868.

TO LET.
THE OFFICE and GODOWN situated at the corner of Wellington and Aberdeen Streets, and at present in the occupation of Messrs ELKINSON & SANDERS.
For particulars, apply to
GIBB, LIVINGSTON & Co.
Hongkong, March 6, 1868.

TO LET.
A HOUSE in Spring Gardens, containing 4 four Rooms and Out Houses; Rent, \$28 per month.
Apply at the Victoria Foundry.
Hongkong, March 12, 1868.

TO LET.
TWO HOUSES on Carlton Terrace, Spring Gardens, with or without Godowns, rent moderate.
Apply to
LAMBERT, ATKINSON & Co.
Hongkong, 6th September, 1867.

TO LET.
THE PREMISES situated at Fadder's Wharf, lately occupied by Messrs AUGUSTINE HEARD & Co. Possession can be taken on the 1st of January 1868.
For further particulars, apply to
THOS. HUNT & Co.
Hongkong, December 30, 1867.

TO BE LET.
A HOUSE in Queen's Road, commanding a good view of the Harbour from the North side. The House contains eight good Rooms with Bath Rooms, Verandah, front and back, Kitchens, Servants' Rooms and Godowns on ground floor.
Apply to
TURNER & Co.
Hongkong, February 8, 1868.

TO LET.
THE BUSINESS PREMISES, formerly occupied by Messrs ANTHONY, KAN-cho & Co., consisting of a Dwelling House, Office, and spacious Godowns.
Possession to be had on the 1st March.
Apply to
JOHN BURD & Co.
Hongkong, February 24, 1868.

Houses and Lands.

TO LET.
N.O. 3, PECHILI TERRACE,
Elgin Street.
Apply to
LANE, CRAWFORD & Co.
Hongkong, January 24, 1868.

TO LET.
AN OFFICE with Godown and Commodore's Room.
Apply to
MELCHERS & Co.
Hongkong, October 1, 1866.

TO LET.
N.O. 5, PECHILI TERRACE, Elgin Street.
Apply to
LANE, CRAWFORD & Co.
Hongkong, February 3, 1868.

STORAGE.
CAN be had in First Class Granite Godowns at Wanchai, on very moderate Terms.
For particulars, apply to
CHARLES RIVINGTON,
At Messrs LANDSTEIN & Co.'s Office,
Stanley Street.
Hongkong, January 1, 1868.

TO BE LET.
Furnished or Unfurnished.
THE Dwelling HOUSE in the Albany at present occupied by Mr. N. R. MASSEY. Occupation can be had in a few weeks. Application can be made to Mr. MASSEY at the Albany.
Hongkong, September 25, 1867.

TO BE LET.
TWO New and Strong GODOWNS on Marine Lot No. 63.
Apply to
GAVIN THOMPSON,
at GIBB, LIVINGSTON & Co.'s Office,
Hongkong, December 16, 1867.

Intimations.

KÖNIGLICH PREUSSISCHES CONSULAT,
HONGKONG, den 6ten April, 1868.
DIE nachstehende Bekanntmachung des Königlich Preussischen General Consulates zu Schanghai bringt hiedurch zur Kunde der Unterthanen der Norddeutschen Bundesstaaten.
J. MENKE,
Stellvertreter des Königlich Preussischen Consuls.

BEKANNTMACHUNG.
NACH dem Norddeutschen Bundesgesetz vom 25ten October 1867 haben alle Kauffahrtschiffe der Bundesstaaten, also namentlich die Preussischen, Mecklenburgs, Oldenburgs und der Städte Bremen, Hamburg und Lübeck vom 1ten April 1868 ab als Nationalflagge ausschliesslich die Bundesflagge zu führen.
Dieses bildet nach der Königlich im Namen des Bundes erlassenen Verordnung vom 25ten October 1867 ein längliches Rechteck, bestehend aus drei gleich breiten horizontalen Streifen, von welchen der obere schwarz, der mittlere weiss und der untere roth ist. Das Verhältniss der Höhe der Flagge zur Länge ist wie zwei zu drei. Die Bundesflagge wird von den Schiffen am Heck oder am hinteren Mast—und zwar in der Regel an der Gaffel dieses Mastes, in Ermangelung einer solchen aber an Top oder an Wang geführt. Ein besonderes Aemtszeichen in der Bundesflagge oder einen Wimpel zu führen, ähnlich demjenigen Kriegsmarine des Norddeutschen Bundes, ist den Kauffahrtschiffen nicht gestattet.
Die Loosenflagge der Norddeutschen ist die neue Bundesflagge im kleinen Format, rings umgeben von einem weissen Streifen, dessen Breite gleich der der inneren Streifen ist.
Die Kauffahrtschiffe haben die Bundesflagge stets zu hissen, sobald sie ein Schiff oder Fahrzeug der Bundeskriegsmarine, eine Festung oder ein Küstenfort passieren, welche ihre Nationalflagge gesetzt haben. Dasselbe gilt bei der Begegnung mit Kriegsschiffen befreundeter Mächte auf See.
Nach § 18 des Flaggengesetzes genügen die bisher von den einzelnen Landesbehörden erhaltenen Certificate auch zur Führung der Bundesflagge. Alle neu mit Unterzeichneten Consular-Certificate versehenen norddeutschen Schiffe haben indessen sofort ihre Eintragung in der Heimath zu bewirken.
Königlich Preussisches General Consulat,
TETTENBORN.
Shanghai, den 31 sten März, 1868.

KÖNIGLICH PREUSSISCHES CONSULAT.
HONGKONG, DEN 5TEN MÄRZ, 1868.
DIE nachstehende Bekanntmachung des Königlich Grosshändlerischen zu Japan wird hiedurch zur Kunde der preussischen Unterthanen und Schutzgenossen gebracht.
J. MENKE,
Stellvertreter des Consuls.

BEKANNTMACHUNG.
Da nach offiziellen Nachrichten in Japan der Krieg zwischen Seiner Majestät dem Mikado und dem Taikun ausgebrochen ist, und die Beobachtung strenger Neutralität dadurch notwendig wird, so macht der Unterzeichnete Geschäftsträger Seiner Majestät des Königs von Preussen in Japan die preussischen Unterthanen und Schutzgenossen darauf aufmerksam, dass eine Bethätigung an dem Kriege, selbst in der Eigenschaft als Nicht-Combatant, die Zuführung von Krieges- und Transportschiffen, die Zuführung und Beförderung von Militärpersonen, Depeschen und zur Kriegszwecke gehörigen Gegenständen in preussischen Kauffahrtschiffen für irgend einen der beiden Theile nach den Grundsätzen des Völkerrechts eine Verletzung der Neutralität in sich schliessen und als feindselige gehandelt werden können.
Die im Militärdienste befindlichen Personen können daher nach Kriegesgebrauch behandelt werden, während die Schiffe und sonstigen Transportmittel der Wegnahme und Confiscation unterliegen; welche auch auf die Uebrig, etwa vorhandene, Neutralität geübte Ladung ausgedehnt werden kann.
Vede Verletzung der Neutralität durch preussische Unterthanen und Schiffe würde dieselben ausserdem der Gefahr aussetzen, ihrer Ansprüche auf den Schutz der Königlich Preussischen Regierung sowie auf die in den preussisch-japanischen Verträge gewährten Rechte und Privilegien verlustig zu gehen.
Hogo, Kohé, den 18ten Februar, 1868.
Der Königlich Geschäftsträger.
(gez.) VON BRANDT.

Intimations.

INTERNATIONAL DISPENSARY.
THE Underigned having purchased the Business of the QUEEN'S ROAD DISPENSARY, 23, Wellington Street, which will for the future be carried on under the name of the INTERNATIONAL DISPENSARY, hope by the strictest attention to business, and a determination to deal only in Drugs, Chemicals and Druggist's Sundries of the best quality, to obtain a fair share of the public patronage.
English, French and German Prescriptions accurately prepared.
Teeth carefully extracted or stopped, and all the minor operations in Surgery skillfully performed.
Photographic Chemicals, Chemical Apparatus and Tests sold. Analysis conducted.
English, American and French Patent Medicines.
Soda Water, Lemonade, Gingerade, Potass, Magnesia and Seltzer Water of a superior kind supplied at reduced prices.
JOHN THOMPSON & Co.
Dispensing and Analytical Chemists.
INTERNATIONAL DISPENSARY,
No. 23, Wellington Street,
Nearly opposite the R. C. Cathedral.
Hongkong, April 4, 1868.

NEWS AGENCY.
J. B. MORRIS, News Agent, Hongkong, being now prepared to receive orders for any Newspaper or Magazine published in England or the United States of America, at prices as low as those charged by any home agency, begs to solicit the support of the reading Public, and assure those who may favor him with their orders that the same shall be executed faithfully and promptly.
The latest copies of the best English and American Newspapers received by every mail steamer, also the latest copies of the Shanghai and Japan papers.
For subscription lists, with prices, &c.
Apply to
J. B. MORRIS,
Care of Messrs BOWRA & Co.,
Hongkong, March 4, 1868.

THE CHINA MAGAZINE.

A WEEKLY MISCELLANY, 24PP. IMPERIAL 8VO.
Illustrated with Photographs.
Conducted by C. LANGDON DAVIES.
Published for the Proprietor by NORMAN & SOARS, Government Printers, HONGKONG.
Shanghai: A. R. CARYALDO;
London: W. ALLEN & Co.;
Paris: G. BONAFI.
By any of whom subscribers' names will be received.
Delivered Carriage free to Subscribers only.
QUARTERLY SUBSCRIPTION:
In China, the Straits, Saigon, Manila and Bangkok,\$7.50.
In Great Britain,25.
In France,Fos. 50.
Hongkong, March 10, 1868.

Intimations.

RENTS and Accounts collected with punctuality and despatch.
And,
Distraint WARRANTS for Rent issued and executed.
Security if Required.
HENRIQUE RODRIGUES.
33, Bridges Street.
Hongkong, March 13, 1868.

NOTICE.
RENTS and Accounts COLLECTED with punctuality and despatch.
And,
Distraint WARRANTS for Rent ISSUED and EXECUTED.
Security, if required.
THOS. W. BARRINGTON,
63, Wyndham Street.
Hongkong, February 17, 1868.

CONFECTIONERY, ICE CREAMS, &c.
THE Underigned beg to inform their Friends and the Public that they have opened the Premises Nos. 88 and 90, Queen's Road Central, lately known as the "ALBION HOTEL," as a Café, and for the sale of CONFECTIONERY of all descriptions, manufactured by a thoroughly competent European artist.
In connection with the above is also a BAKERY, under the charge of an experienced European, from which the best English and French Bread, Brown Bread, Ship Bread, Biscuits, &c., of all descriptions, will be supplied at moderate rates.
Ice Creams, Ornamental Cakes of all descriptions, Bon Bons, Pies, Jellies, Syrup, &c., &c., of the Best quality supplied on the shortest notice.
A Private Room, Large Airy Billiard Saloon, and Piano, for the recreation of Visitors.
The undersigned hope by supplying none but first-class articles, and by strict attention to business, to merit a share of the public patronage.
F. FRANCIS & Co.
Hongkong, March 10, 1868.

SHANGHAI STEAM NAVIGATION COMPANY.
NOTICE.
HOLDERS of Certificate of Shares in the Shanghai Steam Navigation Company are requested to send them to the Agents of the Company, to be replaced by Receipts representing the amount of the old shares and the stock dividend added, pending the issue of New Share Certificates.
ROWLEY MILLER,
Secretary & Auditor.
Shanghai, 24th February, 1868.

NOTICE.
THE Steamers "PRINCE ALBERT" and "SIR JAMES FEEFER" are withdrawn from the Canton River as Night Boats until further notice.
Hongkong, November 15, 1867.

Intimations.

THE Members of the late Hongkong Volunteer Corps are hereby requested to return without delay to the Underigned the RIFLES they have been allowed to retain pending sanction for their purchase, the same not having been allowed.
H. COHEN.
Hongkong, March 13, 1867.

VIEW OF HONGKONG.
R. BAPTISTA begs to inform the Residents of Hongkong that he will be prepared to receive orders for COLOURING the Lithographic View of Hongkong issued with the Overland China Mail of 15th Nov. at the following rates:—
Full Coloured,\$5.
Washed in,\$3.
Shaded in Pencil,\$1.50.
A Specimen of the Full Coloured Lithograph can be seen at this Office.
Hongkong, November 7, 1867.

HOLLOWAY'S PILLS & OINTMENT.
HOLLOWAY'S PILLS.
THIS Medicine is universally admitted to be the most efficacious remedy known to the world. No preparation is so suitable to the climates of India and China as this fine and invigorating medicine. It is particularly adapted to the constitution of European ladies, as it is never failing in its effects in all diseases peculiar to females, while those who are attenuated by the debilitating effects of the above climates will find in this wonderful remedy a kind of tannum whereby they may insure a restoration to robust health.
HOLLOWAY'S OINTMENT.
The science of Medicine has never before produced any remedy that can be compared to this wonderful Ointment, as it cures after all other means have failed, all wounds, sores, ulcers, and also the most inveterate skin diseases peculiar to the climates of India and China. It is the true friend of the Soldier and Civilian, as certain skin sores can be removed by it that cannot be conquered by any other treatment.
Hongkong, February 1, 1867.

SAILORS' HOME, WEST POINT.
Trustees.
The Hon. J. WHITTALL, Esq.,
Hon. JOHN DENT, G. THOMSETT, Esq.,
R. N.
WARREN DELAND,
Jr. Esq.
Directors.
H. B. GIBB, Esq., W. ADAMSON, Esq.,
WALDEMAR NISSEN, Esq., B. BRAND, Esq.,
PALANES FRAMJE, Esq., GEO. MACLEAN Esq.,
D. D. Rev. J. J. IRWIN,
A. BEARD, Esq., IVOR MURRAY, Esq.,
H. B. LEMANN, Esq., M. D.
Committee of Management.
The Hon. J. WHITTALL, Esq., Chairman.
THOS. BATHURST, H. G. THOMSETT, Esq.,
R. N.
G. J. HELLAND, Esq.

SEAMEN'S HOSPITAL, HONGKONG.
The Colonial Secretary—
The Honourable W. KESWICK, Esq.,
GEO. HEARD, Esq.,
The Superintendent of the P. & O. S. N. Company, (ex officio),
W. STANLEY ADAMS, M.D., Resident Surgeon,
Mr. YOUNG, House Surgeon,
W. PATERSON, Esq., Hon. Treasurer.
TERMS OF ADMISSION—
1st Class (Private Room), per day, \$3.00
2nd " (2 Beds), " " " \$2.60
3rd " (Public Ward), " " " \$0.75
These Charges are inclusive of all Medicines and Attendances, but exclusive of Wines or Articles not in the recognised Dietary Table.
All orders for Admission to Hospital must be countersigned by some responsible Person or Person resident in the Colony.
Patients are also admitted on Deposits at the following rates, renewable one day previous to the amount deposited having been expended:—
1st Class,\$60.
2nd "\$40.
3rd "\$20.
By order,
W. PATERSON,
Treasurer.
Hongkong, January 1, 1868.

LLINGWORTH & Co., having established themselves at West Point, next below the HONGKONG and CHINA OAS Co., are prepared to do all kinds of ENGINE AND BOILER WORK.
Also,
SHIPSMITH'S WORK of any description.
They have also erected a FOUNDRY on the Premises, and are prepared to execute all kinds of IRON AND BRASS CASTINGS.
And hope that by a strict attention to business and moderate charges, to merit a share of the public patronage.
Hongkong, August 22, 1867.

BOWRA & Co.
AUCTIONEERS, SHIP CHANDLERS, SAIL-MAKERS, WINE AND SPIRIT MERCHANTS, AND GENERAL COMMISSION AGENTS, QUEEN'S ROAD, HONGKONG.
Water Boats in constant readiness to supply Ships with Pure Fresh Water.
Sails made and repaired on the Premises.

MR WILLIAM GASKELL,
ATTORNEY, SOLICITOR, PROCTOR AND NOTARY PUBLIC.
REMOVED to No. 2, CLUB CHAMBERS, D'Aguiar Street.
Opposite Messrs DOUGLAS LAFRAIK & Co.
Hongkong, August 28, 1866.

TO HOUSE-KEEPERS & SHIP MASTERS.
PATERSON & HANDLEY,
House and Ship Plumbers, Copper and Zinc Workers, and Gas Fitters, 16, Queen's Road West, and Acheong's Yard, Praya West.
Hongkong, November 4, 1867.

Intimations.

BROWN, JONES & Co., UNDERTAKERS.
MONUMENTS and HEAD-STONES ERECTED, in the Best Style. LEAD and METALLIC COFFINS, on the Shortest Notice.
Apply to C. M. BROWNE, Hollywood Road, Corner of Aberdeen St.

WM. DOLAN, SAIL MAKER, &c.
Duddell Street, (Opposite French Consulate.)
Hongkong, April 2, 1866.

FRANK & CO. LTD., General & Commission Agents
RAGASAIA.

NOTICE.
THE Underigned beg to inform Masters of vessels bound to this port, that they have always a large Stock of CANVAS, EUROPEAN ROPE, TWINE, and other Shipbuilders' Stores, as well as Salt Provisions continually on hand, which they are able to dispose of, at as reasonable rates as they can be purchased at in any of the China Ports.
K. RUTH HENISZEN & Co.
Manila, June 23, 1866.

GEORGE GLASSE,
(FIVE YEARS MANAGER TO) KINGSFORD & Co., PICCADILLY, LONDON, AND 28, PLACE VENDOME, PARIS)
ENGLISH AND FOREIGN CHEMIST.
VICTORIA DISPENSARY, HONGKONG.
SHIPS' MEDICINE CHESTS SUPPLIED & REFITTED.
Hongkong, May 1, 1867.

Published weekly.—Subscription (Exclusive of postage) 12s. 12 per annum; payable in advance.
SUPREME COURT AND CONSULAR GAZETTE,
AND
LAW REPORTER FOR THE SUPREME AND PROVINCIAL COURTS OF CHINA AND JAPAN.
THE Gazette is a General Weekly Newspaper, containing Officially Revised Reports of Cases heard at the Supreme and Consular Courts, Police Cases, and Proceedings in Bankruptcy; Original Articles; Notes and Queries on Legal points; Reports of Public Meetings; News of the Week, Commercial Summary, &c., &c.
Advertisements will be charged 1s. 1 per 10 lines, for the first insertion, and 50 cts. per 10 lines, for each subsequent insertion.
Shanghai, January, 1867.

NOTICE.
It is hereby notified that the portion of Robinson Road which lies between Castle Road and Bonham Road is CLOSED to the Public from this date during certain Alterations and Repairs.
By order,
W. WILSON,
Surveyor General.
Hongkong, December 17, 1867.

WANTED by a YOUNG MAN, a situation as Clerk or Book-keeper. A nominal salary would be accepted, immediate employment being a greater object. Highest references can be given.
Address "R," China Mail Office.
Hongkong, December 27, 1867.

WANTED
BY a Gentleman just arrived, a Situation as BOOK-KEEPER and ACCOUNTANT. Good shorthand writer; thoroughly understands Shipping and Insurance. Address "H. B. B." Office of this paper.
Hongkong, January 18, 1868.

HONGKONG & SHANGHAI BANKING CORPORATION.
NOTICE TO SHAREHOLDERS.
THE Fee on the Transfer of Shares in the Corporation will henceforth be One Dollar for each Certificate issued, instead of Twenty-five Cents upon each individual Share as formerly.
VICTOR KRESSER,
Chief Manager.
Hongkong, March 11, 1868.

HONGKONG & SHANGHAI BANKING CORPORATION.
NOTICE OF SHARES of the Corporation will be CLOSED from the 1st to the 15th day of February next (both days included), during which period no transfer of Shares can be registered.
VICTOR KRESSER,
Chief Manager.
Hongkong, January 21, 1868.

HONGKONG & SHANGHAI BANKING CORPORATION.
NOTICE TO SHAREHOLDERS.
THE DIVIDEND declared for the Year ending 31st December last, at the rate of Twelve per cent. per annum, say \$7.50 per paid-up Share of \$125, and \$1.50 per Share on which \$25 have been paid, is payable on and after MONDAY, the 17th inst., at the Offices of the Corporation, Wardley House, Queen's Road, where Shareholders are requested to apply for Vouchers.
By order of the Board of Directors,
VICTOR KRESSER,
Chief Manager.
Hongkong, February 14, 1868.

THE UNION DOCK COMPANY OF HONGKONG & WHAMPOA, LIMITED.
SHAREHOLDERS are requested to take notice that the Fourth CALL of Two Hundred Dollars is made in two Instalments of One Hundred Dollars each per Share. First of which will fall due on the 15th of March, and the second on the 30th of April next, and will be payable at the Office of Hongkong and Shanghai Banking Corporation, Queen's Road, Hongkong, where Receipts for the payment thereof will be granted by the Manager.
Interest at the rate of twelve per centum per annum will be charged after the above dates.
By order of the Board of Directors,
J. B. ENDICOTT,
Secretary.
Hongkong, January 24, 1868.

For Sale.

EX MAIL STEAMER.
LYON SAUSAGES in best condition.
CHEESE and HAMS.
 Assorted French CONFECTIONARY.
 Malaga RAISINS in bottles and tins.
 ALMONDS in shells.
 Peeled ALMONDS in tins.
 ELEPHANT FIGS in tins.
 PRUNES in bottles.
 Smoked Pomeranian GOOSEBREASTS.

LAMBERT, ATKINSON & Co.
 Hongkong, December 20, 1867.

FOR SALE.

A FEW cases of very superior **SHERRY**,
 just received ex "Channel Queen."
Superior Amontillado SHERRY
 in 3 doz. cases.
Superior Oloroso SHERRY in 3
 doz. cases.
Extra Superfine SHERRY in 2
 doz. cases.
Quarter-cask (cased) Superior
Oloroso SHERRY.
 Apply to
 GIBB, LIVINGSTON & Co.
 Hongkong, January 27, 1868.

HENDRIE, PIERCE & LUBIN'S Fine As-
sortment of PERFUMES.
 Also,
 Dawson & Sons' BOOTS.
 For Sale, at greatly Reduced Prices, by
 JULES EMMERIE,
 Hair Dressing Room, Up-stairs,
 Hongkong, December 4, 1867.

FOR SALE.

MUNTZ Yellow METAL, 20/28 oz. and
 NAILS.
 Apply to
 HOLLIDAY, WISE & Co.
 Hongkong, June 14, 1867.

FOR SALE.

BROADWOOD'S Grand PIANOS, may
 be had at Wholesale Prices.
 Address "A." Office of this paper.
 Hongkong, December 31, 1867.

FOR SALE.

150 CASES Martine's Aromatic BIT-
TERS, superior quality.
 100 cases **SHERRY**.
 100 " **PORT**.
 MULLER & CLAUSSEN.
 Hongkong, January 13, 1868.

AT THE STAG HOTEL STORES,
 No. 110, QUEEN'S ROAD.
 Just Landed.
 Ex THE "Tweed."
PICKLES, JAMS, SALT,
VINEGAR, CURRANTS,
HERBS, Raspberry VINEGAR,
CATSUP, MUSTARD,
Loaf SUGAR, BLACKING,
Ginger BRANDY,
Fourth OLD TOM,
CHAMPAGNE in pint,
Chester Loaf CHEESE,
Prime YORK HAMS.
 EDMUND HOLMES.
 Hongkong, January 9, 1868.

TATHAM'S BRANDY in 1 doz. cases.
 " **SHERRY** " 3 " "
 " **PORT** " 1 " "
 " **CLARET** " 1 " "
 BIRLEY & Co.
 Hongkong, April 9, 1867.

FOR SALE.

YELLOW METAL, 18 to 23 oz. Muntz
 and Viriana.
 JOHN BURD & Co.
 Hongkong, April 5, 1866.

FOR SALE.

PHOTOGRAPHIC APPARATUS, com-
 plete.
 MULLER & CLAUSSEN.
 Hongkong, January 13, 1868.

FOR SALE BY THE UNDERSIGNED.
ARMONIOUS and other Musical
CHRISTY MINSTREL'S SONGS. Pianoforte
OPERAS.
VIOLIN and other STRINGS, &c., &c.
INSTRUMENTS tuned and repaired.
 C. WAGNER,
 23, Hollywood Road.
 Hongkong, August 2, 1867.

SELLING OFF! SELLING OFF!!
SELLING OFF!!!
GREAT SACRIFICES!!!
SPLENDID BARGAINS!!!

MULLER & CLAUSSEN
 BEG to announce that they are Selling
 Off their stocks of the undermentioned
 GOODS at Invoice prices, consisting of—
 Black Cloth Dress FROCK and Walking
 COATS.
 Melton and Angola Walking, Shooting
 and SACK COATS.
 Melton and Whisky YACHT JACKETS
 and OVER COATS.
 Alpaca and Merino COATS.
 Black Dress TROUSERS.
 Fancy Buckskin, Angola and Tweed
 TROUSERS.
 Alpaca and Merino TROUSERS.
 White and Colored Linen TROUSERS.
 Black Dress VESTS.
 Buckskin and Angola VESTS.
 Flannel and Alpaca VESTS.
 White Mavella and Linen VESTS.
 Colored Linen VESTS.

A large lot of **PIECE GOODS**, comprising—
 Black and Blue Broad CLOTHS and
 DOUBSKINS.
MELTONS, BUCKSKINS, ANGOLAS,
TWEEDS and PLAININGS, of
 this Season's Patterns.
 Also a new assortment of **HOSIERY**
 and **SHIRTS** of—
LONG CLOTH, with Linen FRONTS, &c.
DRAWERS and UNDER VESTS.
 Merino, Cotton and Lambwool
HALF HOSE.
LADIES' COTTON HOSE.
 Dent's Kid and Driving GLOVES.
COLLARS, SCARFS, TIES, Children
BELTS and Cambric HANDKERCHIEFS.
 Christy's Silk, Shell and Felt HATS,
 in the newest Shapes.
Dawson's BOOTS and SHOES.
UMBRELLAS, Walking STICKS, Cloth
and Hair BRUSHES.
PERFUMERY, Fancy SOAPS,
 And a great variety of other GOODS.

MULLER & CLAUSSEN,
 Queen's Road,
 Hongkong, February 6, 1868.

For Sale.

FOR SALE.
 A SMALL Lot of Superior Old PORT
 WINE, Th. Cy. Sandeman, Oporto.
 Fine Dry MADRIRA.
 Fine CHAMPAGNE, COGNAC.
 Various Superior HUNGARIAN WINES.
 Wm. FOSTER & Co.
 Hongkong, August 6, 1867.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE.
 MUMM & Co.'s HOCK & MOSELLE,
 qts. and pts.
 Chillingworth's SHERRY and PORT.
 CHAMBERLIN, WHISKY.
 WHITE & PRICE'S BRANDY.
 ANTOINE'S ALE, draught and bottle.
 BARCLAY & GILKES'S STOUT.
 BRIDGES & SON'S PORTER.
 ROSS & S. WALKER & Co.
 Hongkong November 20, 1867.

FOR SALE.

YELLOW METAL and NAILS, 18 to
 23 oz.
 Superior CLARET, St. Pierre, 1852.
 Superior CHAMPAGNE, H. PIERRE &
 Co., carte blanche.
 SPIRITS OF WINE, in Boxes of 1 doz.
 Bottles.
 RAYNAL & Co.
 Hongkong, October 1, 1866.

FOR SALE.

R. W. W. Very Superior DRY
 SHERRY in 2 doz.
 V. S. D. S.
 R. W. W. Superior DRY SHERRY
 S. P. S. in 2 doz. cases.
 Just received ex "THE TWEED."
 Apply to
 MORGAN, LAMBERT & Co.
 Hongkong, February 1, 1868.

FOR SALE.

RED COPPER SHEATHING and NAILS.
 Composition NAILS.
 CHAMPAGNE.
 STILL HOCK.
 PORT WINE.
 COGNAC.
 BURGUNDY.
 India PALE ALE.
 Best STOUT.
 Apply to
 CARLOWITZ & Co.
 Hongkong, March 19, 1868.

FOR SALE.

GOOD INVESTMENT FOR THE OPEN
PORTS IN JAPAN.
 A GERMAN Printing Establishment,
 quite new, containing one Cylinder
 Press, made in Hamburg, a small hand
 Press, a great quantity of Fancy and run-
 ning Types, wrought iron chests, &c., &c.;
 complete in every respect. Delivery may
 be had at once. Invoice price \$2,000.
 For particulars, apply to
 C. A. SAINT, or to
 DESOUSA & Co.
 Hongkong, March 6, 1868.

FOR SALE.

HENNESSY'S BRANDY, in 1 dozen
 cases.
 Martell's BRANDY, in 1 dozen cases.
 DUTZ & GORDON'S Pale SHERRY, in 1
 dozen cases.
 BYASS'S Old PORT, in 1 dozen cases.
 Bass's Pale ALE, in quarts. Bottled by
 Cameron and Saunders.
 Bass's Pale ALE, in pints. Bottled by
 Cameron and Saunders.
 BARCLAY'S PORTER, in pints. Bottled
 by Cameron and Saunders.
 &c., &c., &c.
 RAY & Co.
 Hongkong, April 4, 1868.

FOR SALE.

CHAMPAGNE, Adolphe Collins and
 L. Jauvray & Co.'s Association Vini-
 cale.
CLARET, real Chateau Margaux.
 Haut Bages.
 L. Espereir Duroc.
BRANDY, Hennessy's and Martell's in
 1 dozen cases.
BEEH and PORTER in bottle.
BUTTER (Plate) in kegs.
 Also,
 A quantity of Iron COLUMNS, Yellow
 METAL, 20/28 oz. with NAILS.
 Apply to
 DOUGLAS LAPRAIK & Co.
 Hongkong, December 11, 1867.

FOR SALE.

CASTOR OIL, in cases of twenty Gallons
 each, or in quantities to suit Purcha-
 sers.
 To be had at
 THE VICTORIA DISPENSARY.
 Hongkong, December 10, 1867.

FOR SALE.

SOCIAL LIFE OF THE CHINESE.
 in 2 Volumes, by Revd. J. J. DOLITTLE,
 D.D., is for Sale at Messrs LANE,
 CLAYFORD & Co., Hongkong and Shanghai.
 Price, \$5.00.
 Hongkong, March 20, 1868.

FOR SALE.

DOWNTONS' PUMPS
 as under
 One 7 inch, 3 lift patent PUMP,
 with Cast Iron flywheel and
 handles, and with 6 hole 7 inch
 suction plate, with goose neck
 pipes and fittings complete.
 One 5 1/2 inch Do. do. do.
 Two 6 inch Gun Metal Fire EN-
 GINES, with Hoses complete.
 BOWRA & Co.
 Hongkong, January 21, 1868.

NOTICES OF FIRMS.

MR. WALTER LAIDLAW is authorized
 to sign our Firm per procuration
 until further notice.
 H. D. BROWN & Co.
 Amoy, April 3, 1868.

NOTICE.

WE have authorized Mr. CLARK BROWN
 to sign our Firm from this date.
 DREYER & Co.
 Hongkong, January 1, 1868.

NOTICE.

MR. THOMAS PYKE has this day been
 admitted a Partner in our Firm.
 BIRLEY & Co.
 Hongkong, January 2, 1868.

NOTICE.

MY Business, as Ship and Insurance
 Broker, Commission Agent, &c. hitherto
 carried on by myself, will henceforward be
 conducted under the style or Firm of J. S.
 HOOK, Son & Co.
 J. S. HOOK.
 Hongkong, September 23, 1867.

NOTICES OF FIRMS.

THE Interest and Responsibility of Mr
 A. D. MITCHELL, in our Firm, ceased
 on the 31st day of December, 1867.
 A. FERGUSON & Co.
 Hongkong, January 3, 1868.

NOTICE.

MR. JAMES BILLINGTON COUGHERIE is
 authorized to sign our Firm per pro-
 curation from this date.
 HOLLIDAY, WISE & Co.
 Hongkong, April 1, 1868.

NOTICE.

FROM and after this date Mr. GEORGE F.
 BOWMAN will act as AGENT of this
 Pacific Mail Steamship Company at this
 Port.
 S. L. PHELPS,
 Agent.
 Hongkong, August 15, 1867.

NOTICE.

THE Interest and Responsibility of Mr. A.
 FERGUSON in our Firm ceased on the
 1st day of November, 1866.
 A. FERGUSON & Co.

THE Business will be henceforth carried
 on under the same Name by the Un-
 derdesignated.
 A. D. MITCHELL,
 J. D. MEYERS,
 and
 HENRY FERRIS.
 Hongkong, December 16, 1867.

NOTICE.

MR. JOHN HOW CHEVERTON is an-
 thorized to sign our Firm per pro-
 curation.
 ALFRED WILKINSON & Co.
 Hongkong, February 21, 1868.

NOTICE.

MR. SIDNEY DEACON is authorized to
 sign our Firm per procuration from
 this date.
 DEACON & Co.
 Canton, February 1, 1868.

NOTICE.

MR. J. MURRAY FORBES is autho-
 rized to sign our name at Canton from
 this date.
 RUSSELL & Co.
 China, February 15, 1868.

New Advertisements.

STEAM TO
SWATOW, AMOY & FOOCHEW.
THE P. & O. S. N. Co.'s Steamship
"FORMOSA,"
 will leave for the above places at 9 A.M.,
 on WEDNESDAY, the 15th instant.
 W. MACAULAY,
 Superintendent.
 Hongkong, April 11, 1868.

PUBLIC AUCTION.
GENERAL WEEKLY SALE.
LAMBERT, ATKINSON & Co. will
 sell by Public Auction, on
TUESDAY,
 the 14th April, 1868, at Noon, at their
 Sales Rooms, Queen's Road,—
 60 drums Hubbuck's best white Zinc,
 60 drums Hubbuck's Red Lead, 80 drums
 Hubbuck's Green Paint, 80 drums Hub-
 buck's Black Paints, 50 drums boiled
 Linseed Oil, 25 drums Hubbuck's Raw
 Oil, 20 drums Hubbuck's Turpentine,
 100 boxes Yellow Soap, 50 boxes White
 Soap, 4 cases Brown Windsor Soap, 100
 dozens assorted Penknives, 200 dozens
 Cotton Socks, 120 dozens Linen Hand-
 kerchiefs, 90 pieces white Linen, 60
 box Candles, 40 bolts assorted Buntings,
 45 bolts extra Navy Canvas, 2 bales
 Sewing Twine, 5 cases Musket, 6 cases
 cap, 2,000 tins J. F. C. and Harvey's
 Gunpowder, 30 cases Pale Ale, 120 cases
 Gin, 40 cases Stout in qts. and pints, 60
 cases Claret, 8 cases Sardines, each 200
 tins, 10 cases Vegetables and Preserves,
 25 cases Saloon Matches, 30 8-day
 Clocks.
 TERMS OF SALE.—Cash before delivery
 in Mexican Dollars weighed at 7.1.7.
 Hongkong, April 11, 1868.

BOWRA & Co. have received instruc-
 tions to sell by Public Auction, at
 their Rooms, on
MONDAY,
 13th April, 1868, at 11 o'clock A.M.,
 Two Elegant PARK PHETONS,
 nearly new, with Lamps, etc., complete,
 well worthy of notice.
 The property of a Gentleman leaving
 the Colony.
 TERMS OF SALE.—Cash before delivery
 in Mexican Dollars weighed at 7.1.7.
 All lots with all faults and errors of de-
 scription whatsoever to be at purchaser's
 risk upon fall of the hammer.
 Hongkong, April 11, 1868.

NOTICE.
I HAVE established myself at this Port
 as a General Storekeeper and Com-
 mission Agent.
 JAMES EDWARDS.
 89, Yokohama, March 19, 1868.

CONSULAR NOTIFICATION.
 BRITISH CONSULATE,
 CANTON, 5th April, 1868.
I HEREBY notify that I have been in-
 structed by His Majesty's Consul, K. O. B.,
 to obtain the views of those interested in the
 trade of Canton regarding the establish-
 ment of a Bonded Warehouse, and would
 feel obliged by any information on the
 subject they will favour him with either
 separately or collectively.
 D. B. ROBERTSON,
 Consul.

DAVID BROWNE,
 (LATE MANAGER OF THE ALBION HOTEL),
 BEGS to inform his Friends and the Pub-
 lic that he has opened the above Bar
 and Bowling Alley Saloons, and trusts by
 strict attention to business, and the comfort
 of visitors, to merit a share of their patron-
 age.
 Iced Fancy Drinks of every Description.
 Hongkong, April 11, 1868.

New Advertisements.

TO BE LET,
TOGETHER ON A LEASE.
OR TO BE SOLD.
THOSE 3 Substantially-built HOUSES,
 in Tai-ping-shan Street, Nos. 16, 18,
 and 20, at the head of West Street.
 These HOUSES were originally re-built in
 1866 and are close to the New Gambling
 House in No. 100 Hollywood Road. The
 same command a view over the entire har-
 bour.
 The Lot is registered in the Land Office
 as Inland Lot 241 A, contains 1,540 square
 feet, and the Annual Crown Ground Rent
 is £2 2.
 For further particulars, apply to
 CARLOWITZ & Co.,
 Hongkong;
 or to H. D. MARGESSON,
 Rua Central, Macao.
 Hongkong, April 11, 1868.

TO BE LET,
ON A LEASE.
ALL that Large Plot of GROUND at
 West Point, near the Sailor's Home
 and enclosed by a substantial brick wall,
 known as the French Marine Lot and re-
 gistered in the Land Office as Marine Lot
 No. 100. Measuring on the Praya and the
 South side, each 170 feet, and on the East
 and West sides, each 250 feet; containing
 42,500 square feet.
 This plot of Ground facing the Praya is
 admirably adapted for a Coal or Timber
 Yard, or for a Ship Building or Manu-
 facturing Establishment.
 For further particulars, apply to
 CARLOWITZ & Co.,
 Hongkong;
 or to H. D. MARGESSON,
 Rua Central, Macao.
 Hongkong, April 11, 1868.

LOST.
 ON the afternoon of the 9th instant, be-
 tween the English Club and Seamen's
 Hospital, \$150 in BANK NOTES. Five
 Twenty-five, and five Five Dollar Notes.
 The Finder will be suitably rewarded, on
 leaving the same at the Office of this paper.
 Address "D."
 Hongkong, April 10, 1868.

PORTRAITS.
MR. J. THOMSON is prepared to take
 PORTRAITS, VIEWS and other
 PHOTOGRAPHS.—Rooms, Commercial
 Bank Buildings, Queen's Road.
 Hongkong, March 11, 1868.

NOTICE OF REMOVAL.
THE Office of the Under-
 signed has been Removed to
 No. 15, PRAYA CENTRAL, between
 Messrs LANE, CRAWFORD & Co.'s
 and Messrs BOWRA & Co.'s Pre-
 mises, opposite Messrs D. LA-
 PRAIK & Co.'s Wharf.
 CARLOWITZ & Co.

NEITHER Captain nor Agents will be
 responsible for any Debts contracted
 by the Crew of the barque "Naurua."
 PETER WITBROG,
 Captain.
 Hongkong, March 23, 1868.

POST-OFFICE NOTIFICATIONS.
MAILS WILL CLOSE—
 For SWATOW, AMOY & FOOCHEW—
 Per "FORMOSA," on Wednesday next,
 the 15th inst., at 7.30 A.M.
 For SWATOW, AMOY & FOOCHEW—
 Per "YESSO," at 6.30 A.M., To-morrow,
 Sunday, the 12th instant.

UNDER DESPATCH.
 For Swatow, Amoy and Foochow.—Per
 Yesso, at 7 A.M., to-morrow, the 12th inst.
 For Swatow, Amoy and Foochow.—Per
 Formosa, on Wednesday next, the 15th
 inst., at 8 A.M.

ARRIVAL.
 April 11, Formosa, British steamer, 700.
 Hookin, Foochow, April 8, Amoy, 9.
 Swatow, 10, General, P. & O. Co.
 DEPARTURES.
 April 10, Agamemnon, for Shanghai.
 10, Glaucyle, for Canton.
 11, Aldebaran, for Taiwan.
 11, Falcon, for Saigon.
 11, Caroly, for Saigon.
 11, New York, for Bangkok.
 11, Surrounded, for Shanghai.

PASSENGERS.
ARRIVED.—Per Formosa, Capt. Johnson,
 Dr. Jones, Mr. Barredos, and 43 natives.
CLEARED.
 Johanna Mathilde, for Ningpo.
 Mirage, for Singapore.
 Vision, for Tientsin.
 Genlee, for Singapore.
 Formosa, for Takao.
 Catherine, for Bangkok.
 Yesso, for Swatow, &c.

SHIPPING REPORTS.
 The British steamer Lightning, Matheson,
 commander, left Calcutta on 22nd March
 arrived at Peking on 28th and left the same
 day for Singapore; arrived at Singapore on
 30th March at 10.30 A.M., left Singapore on
 31st March at 2 P.M.; experienced in the
 Bay of Bengal light N.E. winds and calms;
 from Singapore first past light N.E. winds,
 and fine weather, and for the last two hours
 experienced strong N.E. gales with high
 sea. Arrived at Hongkong on 8th April, at
 2.15 P.M. She has—onboard 1,545 chests—
 Patna 1172, Benares 384 chests; cotton
 101; saltpetre 150 bags; and sundry goods.
 The Norwegian ship Lina, from Hongkong,
 arrived at Saugor on 17th March.
 On Sunday, 6th April, at 10.15 P.M., the
 chief engineer reported smoke coming into
 engine room out of main hold, went down
 main hatch and found a strong smell of fire;
 commenced at once with all hands and got
 the opium and cotton off the between
 deck, and cleared away round about the
 hatch, put an extinguisher on the hatch,
 and had it well battened down; smoke
 coming up bearing easting; put the hatch on
 caulked it round and made everything
 as air tight as possible; let 28 inches of
 water in the hold determined on swamp-
 ing the saltpetre should the fire gain on us.
 Midnight, no smoke discernible in engine
 room, and came to the conclusion the steam
 had put the fire out. Monday, 6th April,
 1868, at 2 A.M., smoke began to come
 quickly into the engine room with a strong
 smell of burning cotton; resolved on
 swamping the saltpetre to save the ship,
 and the rest of the cargo; commenced letting
 water in from the engine room, put the don-
 key hose down main pump, took packing
 out of the rudder gland, and out the water

close pipes in the ladies' cabin and did
 everything to let the water in the hold as
 soon as possible; all hands and passengers
 employed getting the cotton and opium from
 between decks on deck. 4 A.M. got the
 between deck clear in the supposed vicinity
 of the fire, cut several holes in the between-
 decks, got the donkey hose down, and all
 hands and passengers passing water with
 buckets, got the Magazine on deck, secured
 log book, ship's papers, mails, &c., &c. and
 got the boats all clear; smoke getting so
 dense in the engine room and between-
 decks that it was impossible to remain be-
 low longer than a few minutes at a time;
 stopped the engine, got the engineers and
 firemen to assist in getting the cargo on
 deck and passing water below. 4.30, fire
 increasing, started the engine and kept her
 going easy to the N.W. in order to make as
 little draught as possible, wind South East,
 5 P.M., smoke so dense that it was impos-
 sible to stop in the between deck longer than
 a few minutes at a time, still keeping a large
 supply of water pouring down. 5.30 P.M.,
 smoke gradually decreasing, got the steam-
 er's course, and proceeded full speed. 6.30
 P.M., took two of the main hatches off, and
 discovered cotton, opium and forward bar-
 casing on fire, got the hose down and
 soon extinguished the remaining fire; this
 being done and there being four feet of water
 in the hold, plugged the water-closet pipe
 up, screwed down the rudder gland, to
 stop any more from coming in the hold,
 opened the sluice valve in engine room
 bulkhead and started deck pump to get
 the water out as quick as possible, in order
 to damage no more cargo. Having opium
 and cotton on deck and fire extinguished
 found the fire had extended from main hatch
 to mainmast, working along the bottom of
 the vessel, as several bags saltpetre and plat-
 form deck were burnt; kept one hatch off
 and set a watch below to see the fire did
 not break out again. The cause of the fire
 must have been spontaneous combustion, as
 the hatches had not been off since leaving
 Calcutta. In lat. 16.40 N. long. 110.43 E.
 Monday 6th April at noon, spoke the S. S.
 Scotia, and requested she would report us
 as having been on fire.

Report of the S. S. Formosa—left Foo-
 chow (Pagoda Anchorage) on the 8th inst.,
 at 8.30 A.M., arrived at Amoy on the 9th
 Swatow, on 10th inst. She experienced
 throughout moderate and southerly winds,
 accompanied by heavy rain and very vivid
 lightning. On the 9th passed the gunboat
 Zentaur surveying the reef off House Hill.
 On the night of the 10th, she passed two
 steamers steering to the North-eastward.

Summary of Imports and Exports passed
 at the Canton River Steamer Office from
 1st to 4th April.
 Imported per Kinkiang and Kinsan from
 Hongkong:—
 3,515 piculs (150 bales) Cotton.
 602 piculs (201 bales) Cotton Yarn.
 102 piculs (136 pigs) Tin.
 60 flasks Quicksilver.
 66 cases Cassia Buds.
 394 cases and packages Sundries.
 1 picul and 21 catties (one chest)
 Patna Opium.
 Exported per Kinkiang and Kinsan to
 Hongkong:—
 47 cases and bales Fine Silk.
 30 cases Silk Piece Goods.
 33 cases Preserves.
 28 cases Glass Bangles.
 40 boxes Glass Beads.
 1 case Kittysol.
 4 piculs (12 toas) Tea.
 200 packages and parcels Sundries.

Summary of Imports and Exports by the
 Native Craft during the week ended 4th
 April.
 Imported from Hongkong:—
 1,330 bags Alum.
 40 bags Cattle Fish.
 49 packages Old Copper.
 184 bales Cotton.
 20 bales Cotton Sweeping.
 230 baskets School Fish.
 67 bales Fish-maw.
 24 bales Goat's Hair.
 3,774 bales Iron Nails, Bars, & Hoops.
 2.5 packages Buffalo Hide.

West Point, bearing N. by W. $\frac{1}{2}$ W. 2½ miles from Batu point, is bold pretty close on the south and west parts, but on the north part a reef begins to extend from the shore and tends away from the point in a northerly direction, passing outside Sengera islet. West point is moderately elevated land presenting a round shelving appearance, and from it the coast line tends

to the north-eastward, forming the eastern side of the north entrance of Rho Strait. The Sengera is a ledge of flat rocks, lying a quarter of a mile N. by E. from West point. Rocks, part of the reef and covered at high water, extend a short distance outside the group, and at low water, detached rocks will be seen nearly as far as West point.

Malang Jarong is a small inlet, covered with trees, lying half a mile north from Sengera rocks, on the edge of the reef fronting the shore, which here extends more than a third of a mile off.

Pulo Kera, or Kera, is a small island lying N. E. $\frac{1}{2}$ N. 2 miles from Malang Jarong and close off Kalumpung point. It is of an oblong form, about 80 feet high, and will be recognized by the coast near it receding to the E.N.E., in the direction of the Subong river.

The reef which fronts the coast from West point, follows the soundings of the coast, and passes a quarter of a mile outside Kera, and then trends to the eastward, fronting the southern coast of the large light between Kera and Subong point.

A shoal bank, with less than a fathom water over it in one place, and 1 $\frac{1}{2}$ to 3 fathoms elsewhere, fronts the shore reef above mentioned; the 3-fathoms line which marks its edge takes from Malang Jarong island a N.N.E. direction for about a mile, where it trends a point more to the eastward and passes about half a mile outside Pulo Kera; from thence it trends away with an irregular outline to Tanjong Subong, passing E. S. E. from it. This bank between Malang Jarong and Kera is steep to under a depth of 8 fathoms, and must be carefully avoided.

Netcher shoal, the outer part of which lies half a mile outside the shoal bank just described, is very dangerous, for there is less than a fathom water on its north-west extreme, and less than 3 fathoms everywhere else. It is a somewhat circular shaped shoal, about half a mile in extent, composed of hard sand and coral, and from the outer edge Pulo Kera bears S. by W., distant 1 $\frac{1}{2}$ miles, and the extreme of Tanjong Subong N.E. by E. $\frac{1}{2}$ E. 4 $\frac{1}{2}$ miles. Close to the western side of this danger are 10 and 6 fathoms, and the lead cannot be depended upon to give a vessel approaching it warning in time to avoid it.

Subong bay, the deep bight between Pulo Kera, and Subong point, is nearly filled up with reefs which extend 2 $\frac{1}{2}$ miles from the shore in the depth of it, and there are also several outlying rocks elevated a few feet above high water. The outer of these, named Outer rock, is about 10 feet high; it lies E.N.E. $\frac{1}{2}$ miles from Netcher shoal, and N.E. $\frac{1}{2}$ N. 2 $\frac{1}{2}$ miles from Pulo Kera. The Pap, a rock which dries 6 feet at low water, lies $\frac{1}{2}$ mile southward of it, just inside the 3-fathoms line of the shore bank. A single rock, about 6 feet above high water, lies E. by S. $\frac{1}{2}$ mile from Outer rock, and E.S.E. $\frac{1}{2}$ mile from the Pap. This is a small group, one of which is larger than the rest, more elevated, and presents a square appearance; this group like the Pap, is just inside the 3-fathoms edge of the shore bank. N.E. $\frac{1}{2}$ N. 1 $\frac{1}{2}$ miles from the group just described, the 3-fathoms line projects to the north-westward forming a small bay between it and Square rock a third of a mile deep, where there is safe anchorage in 4 fathoms; between this projection of the bank, and the inlet of Subong point, the 3-fathoms ridge bights back somewhat, and forms another small bay.

The depths between Netcher shoal, the Pap, and Outer rock are from 3 $\frac{1}{2}$ to 5 fathoms; and between Outer rock, Crocodile shoal, and Subong point 3 $\frac{1}{2}$ to 7 fathoms.

Crocodile shoal is a small patch of hard sand with 3 fathoms water over it, and is the outer of the dangers of this part of Bintang. It lies N.E. $\frac{1}{2}$ N. 2 $\frac{1}{2}$ miles from Netcher shoal; N.N.E. $\frac{1}{2}$ E. 3 $\frac{1}{2}$ miles from Pulo Kera; and W. $\frac{1}{2}$ S. 2 $\frac{1}{2}$ miles from Subong point. Close to the west and north-west sides of this shoal are 6 to 8 fathoms, and 4 $\frac{1}{2}$ fathoms a quarter of a mile from it on the north-east side.

Kera island bearing S.S.W., leads nearly half a mile westward of the Crocodile; and Pulo Nongsa bearing West, or the inlet of Subong E. $\frac{1}{2}$ S., leads half a mile to the northward. Barukit hill N. by W. $\frac{1}{2}$ W., will also lead to the westward.

Directions.—Saw light-house bearing S.E. $\frac{1}{2}$ W., clears the shoal bank N.N.E. of Malang Jarong, as also the Netcher and Crocodile shoals: it is a good guide for strangers when working near this rather dangerous coast.

Subong Point is the north-west extreme of Bintang and the north-eastern limit of Rho Strait. It bears from Kera island N.E. $\frac{1}{2}$ E. $\frac{1}{2}$ miles, the coast between forming a deep bight, at the head of which is the entrance of the Subong river. A small inlet lies off the point of the point, and S.W. by W. a third of a mile from the inlet is a sunken rock. Some islets also lie close to the coast S.E. of the point.

The soundings in Rho Strait are too irregular to give any useful description of them, but they will be readily understood by reference to the chart which these directions are intended to accompany.

Tides.—The flood tide wave in the China sea comes from the northward and, being divided by the island of Bintang, sweeps round its shores and flows into Rho Strait at both ends, the stream from Singapore Strait meeting that from the southward in the space between Tiemara island and Rho. The main body of the northern stream takes a general westerly direction towards the southward through the channels dividing the several groups of islands lying between Misana and Dumpe, and a portion turning off to the north-west, in the direction of Garra, this last is joined by the streams flowing through the Siolon and adjacent channels, which gradually trend away to the north-westward after they enter the strait.

The Monsoons and Currents of the China sea very much affect the regularity of the Tides, which are strong and, at the springs, rush with great velocity through the channels among the islands, forming numerous eddies, and stirring up the mud. In the narrow part of the strait, about West point, this is particularly the case, the tide running from 3 to 4 knots, and sometimes even 4 $\frac{1}{2}$ and 5 fathoms knots.

Directions through Rho Strait to Singapore.—Directions to proceed from Bank Strait outside Linga island are given at page 184. A vessel intending to proceed through Rho Strait, and having brought Tanjong Bung, the eastern extreme of Linga island, to bear S.E. $\frac{1}{2}$ W., and Great Domingo East, should steer about N.W. $\frac{1}{2}$ N., which, if proper care be taken to guard against the effects of the tide, will take her to the fairway at the entrance of Rho Strait, with Pulo Gin—which will be the first land seen

on the starboard bow—bearing about N.E. $\frac{1}{2}$ E., or on the starboard beam, and Rodong peak about S.S.W. $\frac{1}{2}$ W. In this track, if the course is duly preserved, the vessel will pass 7 or 8 miles outside Crocodile rock, and 5 or 6 outside the Fly and Pollux, and will have for about half the distance soundings of 12, 14, or 13 fathoms, when the depths will soon increase to 15, 19, or 21 fathoms. These deeper soundings will continue for 7 or 8 miles, when the depths will suddenly decrease to 12, 11, or 10 fathoms, on the starboard bank, (page 179) which runs in a S.S.W. direction from abreast of Pulo Gin. The soundings upon this part of the bank do not appear to be very regular, and it would seem that a vessel might get a cast of 19 or 20 fathoms when passing over it. After she is fairly over the bank the soundings will deepen to 15 or 14 fathoms, and continue so for 3 or 4 miles, when they will again become irregular, varying from 12 or 13 to 10 or 20 fathoms, until Pulo Gin is brought on the starboard beam.

Rondo, the small round island, on the west side of the strait, and to the southward of this, the peak of Rodong, the only hill of this feature in the vicinity, with South-west hill on Siolon, Talang island, and the extreme land to the eastward (Pulo Gin, with a flat peak near its centre) will, at a distance of 14 miles, readily show the approach to the narrow part of the strait, which, at a nearer distance, cannot fail to point out the main channel.

Having brought the south end of Pulo Gin ahead, a N.W. $\frac{1}{2}$ W. course will lead to the entrance of the narrow part of the strait, and Table hill, which is flat on the summit, and stands on the southern part of Galang island, should be seen a little on the port bow. In entering, borrow towards the islets near Galang, where is the deepest water, and avoid the Topies, which have shoals extending 1 or 2 miles to the S.E., and 1 mile from their western sides.

Having arrived abreast of Little Garra, and distant from it about a mile, a N.W. $\frac{1}{2}$ N. course will lead through the fairway of the channel till the Loban islands are ahead, a distance of 16 miles. With Little Loban bearing East, distant a mile, a N. by W. course for 7 miles will take the vessel past the West point of Bintang, which will bear about S.E. $\frac{1}{2}$ E. $\frac{1}{2}$ miles, and by E. $\frac{1}{2}$ E. course will then lead midway between the Pan shoal and the dangers of the north-west coast of Bintang into Singapore Strait.

The mark for passing eastward of the Pan shoal is to bring Barukit hill N. $\frac{1}{2}$ W. or North, but not to the eastward of North, and to steer that course until Johore hill bears N.N.W. $\frac{1}{2}$ W., which will lead north-eastward of both Pan shoals. A vessel will be clear of the Little Pan when Pulo Nongsa opens of Nongsa point, and when the passage between the islands and the point comes open, she may steer N.W. and W.N.W. as necessary for Singapore road. If the tide is setting to the westward a sailing ship should be careful, especially in light or contrary winds, to get well over on the northern side of Singapore Strait, otherwise she will likely be carried by the strong current to the westward of St. Johns, unable either to fetch into Singapore road, or from the great depth of water, to come to an anchor.

The sounding does not give sufficient warning to keep a vessel clear of the Crocodile rock, but in the event of her meeting with baffling or contrary winds or tides and getting over towards this danger, Domino hill, the island lying between the Great Domino and Tanjong Bung, should not be brought to the southward of S. $\frac{1}{2}$ W., until the inlet off the north-west end of Great Domino bears S.W. $\frac{1}{2}$ W. The Fly bank and the Pollux rock must not be approached to a less depth than 12 fathoms.

At night, or in thick weather a vessel, after having brought Tanjong Bung to bear S.S.W. $\frac{1}{2}$ W., and Domino hill East, should steer a N.N.W. $\frac{1}{2}$ W. course for about 23 miles, and then N.W. $\frac{1}{2}$ W. for about 23 miles which, if proper allowance has been made for the tide, will keep her 10 or 11 miles eastward of the Fly and Pollux shoals, and places her in the fairway at the entrance of Rho Strait, with Pulo Gin on the starboard beam.

Formerly great difficulty was often experienced by strangers in making out the entrance to Rho Strait, on account of the imperfect manner in which the islands between Misana and Dumpe were laid down on the charts; since, however, these have been correctly delineated, seamen, making the Strait for the first time, will readily recognize any of the islands. The high conical peak of Rodong, the most conspicuous object on approaching the strait, should be made out as soon as possible.

Now that the Channel between the two Pan Shoals is known to be clear,—the survey of the *Reffman* having proved that the reputed Rondo Shoal does not exist,—no difficulty will be experienced in passing between them, especially as they are so object on the starboard side, and the object of the Little Pan, it is only necessary to pass at a reasonable distance from these marks.

To work through Rho Strait from the Southward.—It will seldom happen that a vessel will have to work along near the islands, from Misana to Dumpe, because it will generally be found advantageous to stand to the northward in case of meeting with a north-westerly wind, but it may occasionally happen that a vessel will derive some advantage by standing towards them, in which case, when passing the north end of Misana, in order to avoid the dangers which extend about $\frac{1}{2}$ of a mile from that shore, the apex of Binau must not be brought northward of W. by N. To avoid the Riffman shoal, which lies about 1 $\frac{1}{2}$ miles eastward of the north-east point of Binau, the eastern extreme of Misana must not be brought east of S. E. $\frac{1}{2}$ E., or the northern extreme of Katang Linga north of W. by N. $\frac{1}{2}$ N. This last also clears the 3 $\frac{1}{2}$ fathoms patch off the north part of Binau. The east side of Katang Linga may be approached to the distance of half a mile, and the northern part of the island to within a quarter of a mile. The Selanga islands and Oodik may be nearest to a reasonable distance, but care must be taken not to stand within a line drawn from the north extreme of Katang Linga to the north Selanga, or within another drawn from the last named island to Oodik, for reefs are stated in the descriptions of these localities.

In standing to the westward towards the south end of Galang island, a vessel may stand towards the Great bank (page 188) to 9 or 8 fathoms; but between the Great bank and East bank should take at the first cast under 10 fathoms, as a 3-fathoms bank projects far out from the island between Selatan and Dumpe, and the soundings decrease suddenly towards it. To avoid this bank and also East bank, the south-east extreme of Selatan island

should not be brought south of W. by S. $\frac{1}{2}$ E., until Dumpe point, the eastern extreme of the group, is west of N.W. by W. Rondo island bearing S.W. $\frac{1}{2}$ S. also leads outside of East bank and all other dangers between that island and Dumpe point, and is a good safe taking mark.

Between Dumpe point and Little Garra a vessel may stand into 8 or 7 fathoms, to avoid Dittlofs reef, the eastern point of Galang, which projects into the bay, must not be brought south of W. $\frac{1}{2}$ S. until Little Garra lighthouse bears westward of N.W. Little Garra should not be approached nearer than a quarter of a mile, nor Great Garra than half a mile, to avoid their reefs: the soundings near the former are deep, 11 to 22 fathoms, but 8 or 9 fathoms will be had half a mile from the reef of Great Garra.

Between Great Garra and East Moebet island, a vessel may stand into 8 or 7 fathoms, but a good looking mark appears to be to keep Little Garra well open of Great Garra, and if this be attended to, it will keep the vessel clear to the eastward of the banks which extend about 1 $\frac{1}{2}$ miles southward from Moebet.

After passing Moebet, its eastern extreme must not be brought eastward of S. by E., until the southern extreme of Sembalang point bears W. by S. $\frac{1}{2}$ S., when the vessel will be clear of the bank which extends north-west of Moebet; from thence to Sembalang point she may stand into 8 or 7 fathoms. E. by N. $\frac{1}{2}$ N. 1 $\frac{1}{2}$ miles from Sembalang point is a patch of coral, with 6 $\frac{1}{2}$ fathoms water over it; and 6 to 8 fathoms near it; but half a mile nearer the point there is a run of deeper water, 11 or 12 fathoms, and close to the reef pointing Sembalang point are 7 and 9 fathoms.

Sembalang point is fronted by a reef, but the pitch of the point may be passed at a quarter of a mile. The bay between that point and the Tiemara bank is free from danger, and a vessel may stand into it as convenient, but be careful not to bring the south-west extreme of Tiemara island west of W. $\frac{1}{2}$ N., nor the north-east extreme of Little Tiemara north of N. W., in which there is as little as 1 $\frac{1}{2}$ fathoms water.

Little Tiemara should not be approached nearer than half a mile, on account of danger which extends nearly 12 to 21 fathoms, so that the lead cannot be relied upon to give warning in sufficient time. After passing this island, its north-east extreme keeps to the southward of S.E. $\frac{1}{2}$ E., will serve as a good looking mark as far as the buoy on the Inang shoal, leading outside the Johannes bank, and clear of all danger.

To avoid the dangerous reef which extends nearly half a mile from Inang island to the north-east point of Little Inang, a vessel should extend nearly 12 to 21 fathoms, so that the lead cannot be relied upon to give warning in sufficient time. After passing this island, its north-east extreme keeps to the southward of S.E. $\frac{1}{2}$ E., will serve as a good looking mark as far as the buoy on the Inang shoal, leading outside the Johannes bank, and clear of all danger.

To avoid the dangerous reef which extends nearly half a mile from Inang island to the north-east point of Little Inang, a vessel should extend nearly 12 to 21 fathoms, so that the lead cannot be relied upon to give warning in sufficient time. After passing this island, its north-east extreme keeps to the southward of S.E. $\frac{1}{2}$ E., will serve as a good looking mark as far as the buoy on the Inang shoal, leading outside the Johannes bank, and clear of all danger.

To work through Rho Strait from the Northward.—In working between the Pan shoal and the dangers of the north-west coast of Bintang, a vessel will be clear of the Pan shoal when Pulo Nongsa opens of Nongsa point, and when the passage between the islands and the point comes open, she may steer N.W. and W.N.W. as necessary for Singapore road. If the tide is setting to the westward a sailing ship should be careful, especially in light or contrary winds, to get well over on the northern side of Singapore Strait, otherwise she will likely be carried by the strong current to the westward of St. Johns, unable either to fetch into Singapore road, or from the great depth of water, to come to an anchor.

The sounding does not give sufficient warning to keep a vessel clear of the Crocodile rock, but in the event of her meeting with baffling or contrary winds or tides and getting over towards this danger, Domino hill, the island lying between the Great Domino and Tanjong Bung, should not be brought to the southward of S. $\frac{1}{2}$ W., until the inlet off the north-west end of Great Domino bears S.W. $\frac{1}{2}$ W. The Fly bank and the Pollux rock must not be approached to a less depth than 12 fathoms.

At night, or in thick weather a vessel, after having brought Tanjong Bung to bear S.S.W. $\frac{1}{2}$ W., and Domino hill East, should steer a N.N.W. $\frac{1}{2}$ W. course for about 23 miles, and then N.W. $\frac{1}{2}$ W. for about 23 miles which, if proper allowance has been made for the tide, will keep her 10 or 11 miles eastward of the Fly and Pollux shoals, and places her in the fairway at the entrance of Rho Strait, with Pulo Gin on the starboard beam.

Formerly great difficulty was often experienced by strangers in making out the entrance to Rho Strait, on account of the imperfect manner in which the islands between Misana and Dumpe were laid down on the charts; since, however, these have been correctly delineated, seamen, making the Strait for the first time, will readily recognize any of the islands. The high conical peak of Rodong, the most conspicuous object on approaching the strait, should be made out as soon as possible.

Now that the Channel between the two Pan Shoals is known to be clear,—the survey of the *Reffman* having proved that the reputed Rondo Shoal does not exist,—no difficulty will be experienced in passing between them, especially as they are so object on the starboard side, and the object of the Little Pan, it is only necessary to pass at a reasonable distance from these marks.

To work through Rho Strait from the Southward.—It will seldom happen that a vessel will have to work along near the islands, from Misana to Dumpe, because it will generally be found advantageous to stand to the northward in case of meeting with a north-westerly wind, but it may occasionally happen that a vessel will derive some advantage by standing towards them, in which case, when passing the north end of Misana, in order to avoid the dangers which extend about $\frac{1}{2}$ of a mile from that shore, the apex of Binau must not be brought northward of W. by N. To avoid the Riffman shoal, which lies about 1 $\frac{1}{2}$ miles eastward of the north-east point of Binau, the eastern extreme of Misana must not be brought east of S. E. $\frac{1}{2}$ E., or the northern extreme of Katang Linga north of W. by N. $\frac{1}{2}$ N. This last also clears the 3 $\frac{1}{2}$ fathoms patch off the north part of Binau. The east side of Katang Linga may be approached to the distance of half a mile, and the northern part of the island to within a quarter of a mile. The Selanga islands and Oodik may be nearest to a reasonable distance, but care must be taken not to stand within a line drawn from the north extreme of Katang Linga to the north Selanga, or within another drawn from the last named island to Oodik, for reefs are stated in the descriptions of these localities.

Between Dumpe point and Little Garra a vessel may stand into 8 or 7 fathoms, to avoid Dittlofs reef, the eastern point of Galang, which projects into the bay, must not be brought south of W. $\frac{1}{2}$ S. until Little Garra lighthouse bears westward of N.W. Little Garra should not be approached nearer than a quarter of a mile, nor Great Garra than half a mile, to avoid their reefs: the soundings near the former are deep, 11 to 22 fathoms, but 8 or 9 fathoms will be had half a mile from the reef of Great Garra.

Between Great Garra and East Moebet island, a vessel may stand into 8 or 7 fathoms, but a good looking mark appears to be to keep Little Garra well open of Great Garra, and if this be attended to, it will keep the vessel clear to the eastward of the banks which extend about 1 $\frac{1}{2}$ miles southward from Moebet.

After passing Moebet, its eastern extreme must not be brought eastward of S. by E., until the southern extreme of Sembalang point bears W. by S. $\frac{1}{2}$ S., when the vessel will be clear of the bank which extends north-west of Moebet; from thence to Sembalang point she may stand into 8 or 7 fathoms. E. by N. $\frac{1}{2}$ N. 1 $\frac{1}{2}$ miles from Sembalang point is a patch of coral, with 6 $\frac{1}{2}$ fathoms water over it; and 6 to 8 fathoms near it; but half a mile nearer the point there is a run of deeper water, 11 or 12 fathoms, and close to the reef pointing Sembalang point are 7 and 9 fathoms.

Sembalang point is fronted by a reef, but the pitch of the point may be passed at a quarter of a mile. The bay between that point and the Tiemara bank is free from danger, and a vessel may stand into it as convenient, but be careful not to bring the south-west extreme of Tiemara island west of W. $\frac{1}{2}$ N., nor the north-east extreme of Little Tiemara north of N. W., in which there is as little as 1 $\frac{1}{2}$ fathoms water.

Little Tiemara should not be approached nearer than half a mile, on account of danger which extends nearly 12 to 21 fathoms, so that the lead cannot be relied upon to give warning in sufficient time. After passing this island, its north-east extreme keeps to the southward of S.E. $\frac{1}{2}$ E., will serve as a good looking mark as far as the buoy on the Inang shoal, leading outside the Johannes bank, and clear of all danger.

To avoid the dangerous reef which extends nearly half a mile from Inang island to the north-east point of Little Inang, a vessel should extend nearly 12 to 21 fathoms, so that the lead cannot be relied upon to give warning in sufficient time. After passing this island, its north-east extreme keeps to the southward of S.E. $\frac{1}{2}$ E., will serve as a good looking mark as far as the buoy on the Inang shoal, leading outside the Johannes bank, and clear of all danger.

To work through Rho Strait from the Northward.—In working between the Pan shoal and the dangers of the north-west coast of Bintang, a vessel will be clear of the Pan shoal when Pulo Nongsa opens of Nongsa point, and when the passage between the islands and the point comes open, she may steer N.W. and W.N.W. as necessary for Singapore road. If the tide is setting to the westward a sailing ship should be careful, especially in light or contrary winds, to get well over on the northern side of Singapore Strait, otherwise she will likely be carried by the strong current to the westward of St. Johns, unable either to fetch into Singapore road, or from the great depth of water, to come to an anchor.

The sounding does not give sufficient warning to keep a vessel clear of the Crocodile rock, but in the event of her meeting with baffling or contrary winds or tides and getting over towards this danger, Domino hill, the island lying between the Great Domino and Tanjong Bung, should not be brought to the southward of S. $\frac{1}{2}$ W., until the inlet off the north-west end of Great Domino bears S.W. $\frac{1}{2}$ W. The Fly bank and the Pollux rock must not be approached to a less depth than 12 fathoms.

At night, or in thick weather a vessel, after having brought Tanjong Bung to bear S.S.W. $\frac{1}{2}$ W., and Domino hill East, should steer a N.N.W. $\frac{1}{2}$ W. course for about 23 miles, and then N.W. $\frac{1}{2}$ W. for about 23 miles which, if proper allowance has been made for the tide, will keep her 10 or 11 miles eastward of the Fly and Pollux shoals, and places her in the fairway at the entrance of Rho Strait, with Pulo Gin on the starboard beam.

Formerly great difficulty was often experienced by strangers in making out the entrance to Rho Strait, on account of the imperfect manner in which the islands between Misana and Dumpe were laid down on the charts; since, however, these have been correctly delineated, seamen, making the Strait for the first time, will readily recognize any of the islands. The high conical peak of Rodong, the most conspicuous object on approaching the strait, should be made out as soon as possible.

Now that the Channel between the two Pan Shoals is known to be clear,—the survey of the *Reffman* having proved that the reputed Rondo Shoal does not exist,—no difficulty will be experienced in passing between them, especially as they are so object on the starboard side, and the object of the Little Pan, it is only necessary to pass at a reasonable distance from these marks.

To work through Rho Strait from the Southward.—It will seldom happen that a vessel will have to work along near the islands, from Misana to Dumpe, because it will generally be found advantageous to stand to the northward in case of meeting with a north-westerly wind, but it may occasionally happen that a vessel will derive some advantage by standing towards them, in which case, when passing the north end of Misana, in order to avoid the dangers which extend about $\frac{1}{2}$ of a mile from that shore, the apex of Binau must not be brought northward of W. by N. To avoid the Riffman shoal, which lies about 1 $\frac{1}{2}$ miles eastward of the north-east point of Binau, the eastern extreme of Misana must not be brought east of S. E. $\frac{1}{2}$ E., or the northern extreme of Katang Linga north of W. by N. $\frac{1}{2}$ N. This last also clears the 3 $\frac{1}{2}$ fathoms patch off the north part of Binau. The east side of Katang Linga may be approached to the distance of half a mile, and the northern part of the island to within a quarter of a mile. The Selanga islands and Oodik may be nearest to a reasonable distance, but care must be taken not to stand within a line drawn from the north extreme of Katang Linga to the north Selanga, or within another drawn from the last named island to Oodik, for reefs are stated in the descriptions of these localities.

In standing to the westward towards the south end of Galang island, a vessel may stand towards the Great bank (page 188) to 9 or 8 fathoms; but between the Great bank and East bank should take at the first cast under 10 fathoms, as a 3-fathoms bank projects far out from the island between Selatan and Dumpe, and the soundings decrease suddenly towards it. To avoid this bank and also East bank, the south-east extreme of Selatan island

should not be brought south of W. by S. $\frac{1}{2}$ E., until Dumpe point, the eastern extreme of the group, is west of N.W. by W. Rondo island bearing S.W. $\frac{1}{2}$ S. also leads outside of East bank and all other dangers between that island and Dumpe point, and is a good safe taking mark.

Between Dumpe point and Little Garra a vessel may stand into 8 or 7 fathoms, to avoid Dittlofs reef, the eastern point of Galang, which projects into the bay, must not be brought south of W. $\frac{1}{2}$ S. until Little Garra lighthouse bears westward of N.W. Little Garra should not be approached nearer than a quarter of a mile, nor Great Garra than half a mile, to avoid their reefs: the soundings near the former are deep, 11 to 22 fathoms, but 8 or 9 fathoms will be had half a mile from the reef of Great Garra.

Between Great Garra and East Moebet island, a vessel may stand into 8 or 7 fathoms, but a good looking mark appears to be to keep Little Garra well open of Great Garra, and if this be attended to, it will keep the vessel clear to the eastward of the banks which extend about 1 $\frac{1}{2}$ miles southward from Moebet.

After passing Moebet, its eastern extreme must not be brought eastward of S. by E., until the southern extreme of Sembalang point bears W. by S. $\frac{1}{2}$ S., when the vessel will be clear of the bank which extends north-west of Moebet; from thence to Sembalang point she may stand into 8 or 7 fathoms. E. by N. $\frac{1}{2}$ N. 1 $\frac{1}{2}$ miles from Sembalang point is a patch of coral, with 6 $\frac{1}{2}$ fathoms water over it; and 6 to 8 fathoms near it; but half a mile nearer the point there is a run of deeper water, 11 or 12 fathoms, and close to the reef pointing Sembalang point are 7 and 9 fathoms.

Sembalang point is fronted by a reef, but the pitch of the point may be passed at a quarter of a mile. The bay between that point and the Tiemara bank is free from danger, and a vessel may stand into it as convenient, but be careful not to bring the south-west extreme of Tiemara island west of W. $\frac{1}{2}$ N., nor the north-east extreme of Little Tiemara north of N. W., in which there is as little as 1 $\frac{1}{2}$ fathoms water.

Little Tiemara should not be approached nearer than half a mile, on account of danger which extends nearly 12 to 21 fathoms, so that the lead cannot be relied upon to give warning in sufficient time. After passing this island, its north-east extreme keeps to the southward of S.E. $\frac{1}{2}$ E., will serve as a good looking mark as far as the buoy on the Inang shoal, leading outside the Johannes bank, and clear of all danger.

To avoid the dangerous reef which extends nearly half a mile from Inang island to the north-east point of Little Inang, a vessel should extend nearly 12 to 21 fathoms, so that the lead cannot be relied upon to give warning in sufficient time. After passing this island, its north-east extreme keeps to the southward of S.E. $\frac{1}{2}$ E., will serve as a good looking mark as far as the buoy on the Inang shoal, leading outside the Johannes bank, and clear of all danger.

To work through Rho Strait from the Northward.—In working between the Pan shoal and the dangers of the north-west coast of Bintang, a vessel will be clear of the Pan shoal when Pulo Nongsa opens of Nongsa point, and when the passage between the islands and the point comes open, she may steer N.W. and W.N.W. as necessary for Singapore road. If the tide is setting to the westward a sailing ship should be careful, especially in light or contrary winds, to get well over on the northern side of Singapore Strait, otherwise she will likely be carried by the strong current to the westward of St. Johns, unable either to fetch into Singapore road, or from the great depth of water, to come to an anchor.

The sounding does not give sufficient warning to keep a vessel clear of the Crocodile rock, but in the event of her meeting with baffling or contrary winds or tides and getting over towards this danger, Domino hill, the island lying between the Great Domino and Tanjong Bung, should not be brought to the southward of S. $\frac{1}{2}$ W., until the inlet off the north-west end of Great Domino bears S.W. $\frac{1}{2}$ W. The Fly bank and the Pollux rock must not be approached to a less depth than 12 fathoms.

At night, or in thick weather a vessel, after having brought Tanjong Bung to bear S.S.W. $\frac{1}{2}$ W., and Domino hill East, should steer a N.N.W. $\frac{1}{2}$ W. course for about 23 miles, and then N.W. $\frac{1}{2}$ W. for about 23 miles which, if proper allowance has been made for the tide, will keep her 10 or 11 miles eastward of the Fly and Pollux shoals, and places her in the fairway at the entrance of Rho Strait, with Pulo Gin on the starboard beam.

Formerly great difficulty was often experienced by strangers in making out the entrance to Rho Strait, on account of the imperfect manner in which the islands between Misana and Dumpe were laid down on the charts; since, however, these have been correctly delineated, seamen, making the Strait for the first time, will readily recognize any of the islands. The high conical peak of Rodong, the most conspicuous object on approaching the strait, should be made out as soon as possible.

Now that the Channel between the two Pan Shoals is known to be clear,—the survey of the *Reffman* having proved that the reputed Rondo Shoal does not exist,—no difficulty will be experienced in passing between them, especially as they are so object on the starboard side, and the object of the Little Pan, it is only necessary to pass at a reasonable distance from these marks.

To work through Rho Strait from the Southward.—It will seldom happen that a vessel will have to work along near the islands, from Misana to Dumpe, because it will generally be found advantageous to stand to the northward in case of meeting with a north-westerly wind, but it may occasionally happen that a vessel will derive some advantage by standing towards them, in which case, when passing the north end of Misana, in order to avoid the dangers which extend about $\frac{1}{2}$ of a mile from that shore, the apex of Binau must not be brought northward of W. by N. To avoid the Riffman shoal, which lies about 1 $\frac{1}{2}$ miles eastward of the north-east point of Binau, the eastern extreme of Misana must not be brought east of S. E. $\frac{1}{2}$ E., or the northern extreme of Katang Linga north of W. by N. $\frac{1}{2}$ N. This last also clears the 3 $\frac{1}{2}$ fathoms patch off the north part of Binau. The east side of Katang Linga may be approached to the distance of half a mile, and the northern part of the island to within a quarter of a mile. The Selanga islands and Oodik may be nearest to a reasonable distance, but care must be taken not to stand within a line drawn from the north extreme of Katang Linga to the north Selanga, or within another drawn from the last named island to Oodik, for reefs are stated in the descriptions of these localities.

Between Dumpe point and Little Garra a vessel may stand into 8 or 7 fathoms, to avoid Dittlofs reef, the eastern point of Galang, which projects into the bay, must not be brought south of W. $\frac{1}{2}$ S. until Little Garra lighthouse bears westward of N.W. Little Garra should not be approached nearer than a quarter of a mile, nor Great Garra than half a mile, to avoid their reefs: the soundings near the former are deep, 11 to 22 fathoms, but 8 or 9 fathoms will be had half a mile from the reef of Great Garra.

Between Great Garra and East Moebet island, a vessel may stand into 8 or 7 fathoms, but a good looking mark appears to

Miscellaneous.

THE CHINESE COMMERCIAL GUIDE.

By S. WELLS WILLIAMS, L.L.D.

Published at the "CHINA MAIL" Office, Hongkong.

638 PP. DEMY 8VO. WITH APPENDIX. FIFTH EDITION, 1863. Price, \$5. Original Publishing Price, Ten Dollars.

The following is an Abstract of the Contents of this Book:—

CHAP. I.—SEC. 1 TO 4.

Four Treaties with China.

- 1.—Treaty with Great Britain, Chinese Text of the same.
- 2.—Treaty with the United States.
- 3.—Treaty with France.
- 4.—Treaty with Russia.

Supplementary Treaty with Russia.

CHAP. II.—SEC. 1 TO 5.

Articles of Trade with China.

- 1.—Tariff on Articles of Import.
- 2.—Tariff on Articles of Export.
- 3.—Rules respecting Trade and Dues, Chinese Text of the same.
- 4.—Description of Articles of Import.
- 5.—Description of Articles of Export.

CHAP. III.—SEC. 1 TO 14.

Foreign Commerce with China.

- 1.—Port of Canton.
- 2.—Port of Shanghai.
- 3.—Port of Ningbo.
- 4.—Port of Hangchow.
- 5.—Port of Amoy.
- 6.—Port of Swatow.
- 7.—Port of Keelung.
- 8.—Port of Tamsui.
- 9.—Port of Keelung.
- 10.—Port of Tamsui.
- 11.—Port of Keelung.
- 12.—Port of Tamsui.
- 13.—Port of Keelung.
- 14.—Port of Tamsui.

CHAP. IV.—SEC. 1 TO 5.

Foreign Commerce with Japan.

- 1.—Intercourse with Japan.
- 2.—Treaty between Great Britain and Japan.
- 3.—Ports open to Foreign Commerce.
- 4.—Nagasaki.
- 5.—Kagasaki and Hakodadi.
- 6.—Japanese Coins, Weights and Measures.
- 7.—American Consulate with Leeward.

CHAP. V.—SEC. 1 TO 7.

Money, Weights, &c., in China.

- 1.—Chinese Currency.
- 2.—Chinese Numerals.
- 3.—Chinese Commercial Weights.
- 4.—Measures of Capacity.
- 5.—Measures of Length.
- 6.—Chinese Land Measures.
- 7.—Chinese Divisions of Time.

CHAP. VI.—SEC. 1 TO 11.

Western Money, &c., in China.

- 1.—American Money, &c.
- 2.—Port of Saigon.
- 3.—Treaty with Siam, &c.
- 4.—Siam, &c.
- 5.—Netherlands India.
- 6.—Philippine Islands.
- 7.—Sailing Directions for Panay I.
- 8.—Malayan States—Singapore, &c.
- 9.—Burmese Money, Weights, &c.
- 10.—Indian Presidencies—Bengal, Madras, Bombay.
- 11.—Ceylon.
- 12.—English and French Weights, &c.
- 13.—United States of America.

CHAP. VII.—SEC. 1 TO 6.

Tables on Prices, &c., in China.

- 1.—Comparison of Prices.
- 2.—Relative to Exchanges.
- 3.—Relative to Time.
- 4.—Comparison of Weights.
- 5.—Measurement of Cargo.
- 6.—Bullion Operations.

APPENDIX.—Containing Sailing Directions for the Coast of China, and for the Japan Islands; also giving the meanings of Chinese Words occurring in the Charts and Sailing Directions; and also a Table of Positions of places on the Chinese and Japanese Coasts.

The author in his Preface says:—"The tables in Chap. VII., for estimating prices, measurement of goods, exchanges, &c., have been selected from those constantly in use among the foreign merchants in China. Those for calculating the prices of ten in dollars or pence have been copied from the more extended tables by the kind permission of the author, P. Leureiro, Esq. The last section of the same chapter, on 'Movements in Bullion,' has been prepared and furnished for the Guide by Patrick R. Harper, Esq., of the Commercial Bank of India at Hongkong, who has had much experience in the exchanges and movements of the precious metals in Eastern Asia."

The Appendix of Sailing Directions has been reprinted from the China Pilot. With short interruptions, the coasts from Singapore to Hakodadi are all described in it; and for the Chinese coasts, the Directions have been improved by the insertion of the Chinese characters for the names of all places that could be ascertained."

Orders may be sent through any of the China Mail Agents, or direct to CHARLES A. SAINT, (Late A. Shortland & Co.) China Mail Office, Jan. 6, 1868.

TO MEMBERS OF THE RIFLE ASSOCIATION.

ON sale by CHARLES A. SAINT.

Aiming Drill Cards.

(COLORED.)

PRICE 50 cents.

CHARLES A. SAINT has on sale

Score Books

FOR RIFLE PRACTICE.

(as used at the WIMBLEDON RIFLE MEETINGS.)

CONTAINING:—

List of OFFICE BEARERS, PRESIDENT AND COMMITTEES, LIST OF MEMBERS, RULES OF THE ASSOCIATION, BY LAWS, INSTRUCTIONS FOR RIFLE SHOOTING, AND TABLES OF RESULTS.

PRICE, 50 cents each.

Suitable for the waistcoat pocket.

Miscellaneous.

F. S. CLEAVER'S PHOTOGRAPHER'S SOAP.

For entirely and speedily removing the stains of Nitrate of Silver from the hands, &c., without in any way injuring the skin.

WARRANTED NOT TO CONTAIN A PARTICLE OF CYANIDE OF POTASSIUM.

F. S. CLEAVER

Begs to recommend the above to the Photographic World, Professional and Amateur, as being the only Preparation "Kalmat" which, while being perfectly harmless in itself, will effect the desired object. He also recommends his Prize Medal Honey Soap as the only Original and Genuine "Plate" Soap. Soap, the only article necessary to produce a speedy and brilliant result.

MILITARY AND NAVAL TOILET SOAP.

Also every description of Toilet Soap and Perfumery.

OUDON & PARIS, Sept 28



ELLWOOD'S AIR-CHAMBER HAT FOR INDIA.

LIGHT AS PITH—SOFT AS TURBAN, DURABLE AND COMFORTABLE.

Prize Medals—1863 and 1865 Exhibitions.

HATS, CAPS, AND HELMETS.

Every description manufactured at the Works of

J. ELLWOOD & SONS,

GREAT CHARLOTTE STREET, S. LONDON.

Helmets Contractors to the London Police Force.

Army Helmets and Caps with latest

J. ELLWOOD & SONS' Goods, are kept by all

respectable Traders and Storekeepers.

CAUTION.—No Air-Chamber Hats or Helmets

genuine, unless bearing "ELLWOOD & SONS' name."

* * Orders through Mercantile Houses carefully

sent.

1w F14

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

DR. J. COLLIS BROWNE'S CHLORODYNE.

JYNE is a certain cure in Cholera, Dysentery, &c., &c.

Dr. J. COLLIS BROWNE'S CHLORODYNE.

—Extract from the General Board of Health, London, as to its efficacy in Cholera:—"So strongly are we

convinced of the immense value of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases." From A. Montgomery, Esq., late

Inspector of Hospitals, Bengal:—"Chlorodyne is a most valuable remedy in Nephritis, Asthma, and Dysentery. To it I fully owe my restoration to health, after eighteen months' severe suffering, and when all other remedies had failed."

Dr. J. COLLIS BROWNE'S CHLORODYNE.

—CAUTION.—I use genuine without the words "J. Collis Browne's Chlorodyne" on the Government

Stamp. Overwritten medical testimony accompanies each bottle. Sole Manufacturer, J. T. Davern, 35, Great Russell Street, Bloomsbury, London.

The immense demand enables the proprietor to reduce the price; it is now sold in bottles, 1s. 14s. 2s. 9d., 4s. 6d., and 11s.

Dr. J. COLLIS BROWNE'S CHLORODYNE.

—The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davern, that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See Lancet, Dec. 31, 1864.

Dr. J. COLLIS BROWNE'S CHLORODYNE.

—Extract from Medical Times, Jan. 12, 1866:—"It is prescribed by scores of orthodox medical practitioners. Of course it would not be thus singularly popular did it not 'supply a want and fill a place.'"

Dr. J. COLLIS BROWNE'S CHLORODYNE.

is the best and most certain remedy in Coughs, Colds, Asthma, Consumption, Nephritis, Rheumatism, &c.

Agents—Calcutta: Scott, Thompson & Co., W. J. & J. B. 21, Chitral Street, New Medical Hall Company. Madras: West & Co., Bombay: Knight & Co., Indian Times Office. Hongkong: Messrs A. S. Watson & Co.

J. T. DAVERN, 35, Great Russell Street, London, W.C.

It is not to be deceived by any piracy, imitation, or substitution of the word "CHLORODYNE," a name exclusively adopted by Dr. Browne for his wonderful remedy, the great success of which has given rise to various imitations.

2s. 1w 3s. 4

GARNOCK, BIBBY & Co.,

ROPE MANUFACTURERS, LIVERPOOL.

Manila Rope spun and made by Machinery.

Wire Rope of Steel and Iron Wire, for Ships and Mines.

Cordage and Bolt Rope, of best Russian and Italian Hemp.

Shipbuilders' Engineers, and Naval Stores.

Price Lists will be forwarded regularly, at request.

2s. 1w 3s. 4

JOHN MOIR & SON,

ABERDEEN.

Supply the following ARTICLES of the first quality:—

Pickles, Sauces, Mushroom Ketchup, Tart, Fruit, Cold-Foot Jellies, Raspberry Vinegar, Essence of Beef, Exonatum Carme, Potted Meats and Fish, Oysters, Lobsters, Orange Marmalade, Flavouring Essence, &c.

J. M. & S. would particularly recommend

"THE ABERDEEN SAUCE,"

And

"THE ABERDEEN PICKLE."

FREDERIC ALGAR,

COLONIAL NEWSPAPER & COMMISSION AGENT

11 Clement's Lane, Lombard Street LONDON

THE Colonial Press supplied with Newspapers, Books, Type, Ink, Presses, Paper, Correspondent's Letters; and any European Goods on London Terms.

NOTICE TO SHIPPERS.

COLONIAL NEWSPAPERS received at this Office are regularly filed for the inspection of Advertisers and the Public.

Miscellaneous.

JOSEPH GILLOTT'S CELEBRATED STEEL PENS.

SOLD BY ALL DEALERS THROUGHOUT THE WORLD.

THOMAS BEAR'S CELEBRATED VIRGINIA SHAG & BIRDSEYE TOBACCO.

TRADE MARK

The proprietor of these justly celebrated Tobaccos begs to call the attention of the public to the following varieties, manufactured and prepared with great care from the pure Virginia and Oriental Tobacco. And in order that no adulteration or fraud should attempt to impose upon the public, he has left his name and signature upon the wrapper of every tin of tobacco, and in every tin of tobacco, he has placed a small card, bearing a facsimile of his signature upon them.

Virginia Shag Tobacco. Havana Tobacco. Birdseye Tobacco. Cut Cavendish. Rotunda Tobacco. York River. Carolina Rose. Golden Gem.

Importers of American Negro-head, Cavendish, Honey-dew, Natural Leaf, Havana Cigars, Manila Cigars, Meerschaum Pipes, and all Descriptions of Tobacco-pipe, Fancy Goods.

Manufactured—High Street, Borough, London.

Sold by all Storekeepers and Dealers throughout the world.

1w F14

OAKLEY'S NON-MERCURIAL SILVERSMITH'S SOAP.

Surpasses all other articles for Cleaning and Polishing Silver, Electro Plate, &c. Tablets 6d. each.

JOHN OAKLEY & SONS.

TRADE MARK

MANUFACTURERS OF THE WELLINGTON KNIFE POLISH, INDIA RUBBER KNIFE BOARDS, EMERY, BLACK LEAD, CABINET GLASS PAPER, EMERY AND GLASS CLOTH, &c.

SCOTCH, FRENCH, LONDON, RUSSIAN and other GLASSES.

WELLINGTON MILL, BLACKHARBOUR ROAD, LONDON, S.

* Oakley's Foreign and Colonial Export Circular and Price Current may be obtained at the Office of this Journal.

THE LONDON JOURNAL contains Original and Domestic News by the first Authors of the day—Short Tales—Poems—Educational and Social Essays. Descriptions of the most remarkable Places in the World—Thousand of actual Receipts of every kind—Records of Scientific Discoveries and Discoveries—Statistics embracing all the principal Official Returns published by Public Authorities—Population—Emigration—Health—Military, Naval, and Commercial Affairs—Valuable General Statistical Information—Articles of Literary and Historical Interest—Illustrations of passing events—Vivid and Laughable Jokes and Anecdotes—A voluminous personal Correspondence upon every imaginable topic.

THE LONDON JOURNAL, the best, cheapest, largest and most beautifully illustrated Publication ever issued, having a Greater Circulation than that of any other periodical in the world.

THE LONDON JOURNAL is issued in Weekly Numbers, One Penny.

THE LONDON JOURNAL in Monthly Parts Sixpence.

THE LONDON JOURNAL Half-yearly Volumes, Four Shillings and Sixpence.

THE LONDON JOURNAL Volumes 1 to 40 are now ready, bound in cloth.

THE LONDON JOURNAL may be had in the Colonies.

THE LONDON JOURNAL Parts and Volumes are always in print.

THE LONDON JOURNAL Office, 332, Strand London.

MORAL BROTHERS,

WINE MERCHANTS & ITALIAN WAREHOUSEMEN, 210 & 211, PICCADILLY, LONDON, AND 31, CHURCH STREET, INVERNESS, N.B.

GIVE especial attention to the selecting and packing of WINES and COMESTIBLES of every description in connection with their branch of Trade, for shipment to the different Presidencies throughout India.

Lists and information forwarded on application by Post.

BRIGHT CHARCOAL IRON WIRE

"STAR-BRAND."

TO BE HAD ONLY OF HEINTZMANN AND ROCHUSSEN, 23, ARCADE, LANS, London.

LEA AND PERRINS' WORCESTERSHIRE SAUCE.

DECLARED BY CONNOISSEURS TO BE THE ONLY GOOD SAUCE.

CAUTION AGAINST FRAUD.

The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine is to

ask for LEA & PERRINS' SAUCE, and to see that their names are upon the wrapper, label, stopper, and bottle.

Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and label of which the names of Lea and Perrins have been forged, I, and P. give notice that they have furnished their correspondents with power of attorney to take instant proceedings against Manufacturers and Vendors of such, or any other imitations by which their right may be infringed.

Ask for LEA & PERRINS' SAUCE, and see Name on Wrapper, Label, Bottle, and Stopper.

Wholesale and for Export, by the Proprietors, Worcester: Cross and Blackwell, London, &c., &c.; and by Greenfield Oldman universally.

Miscellaneous.

BEAUTY! VARIETY! LUSTRE! JUDSON'S CELEBRATED DYE POWDERS AND CRYSTALS.

are soluble in hot water, and do not soil.

Victoria, Rose, Magenta, and Violet

Is 6d. per oz. bottle.

Ruscin. Violet. Brown. Red. Magenta. Mauve. Crimson. Orange. Yachmina. Blue. Canary. Phosphoric. Purple. Green. Scarlet.

The wondrous beauty of these Chemical dyes is calculated to produce a revolution in the tinctorial art—for the dyeing of wool, silk, cotton, feathers, &c., they are invaluable. The attention of professional dyers is particularly requested. Bottles 1 oz. and 1-lb. each with full directions for use.

May be had of Druggists and Storekeepers throughout the world, or wholesale of the proprietors.

DANIEL JUDSON & SON, 19, COLEMAN STREET, LONDON, N.B.—Liberal terms to dealers. A complete list of 100 new dyes on application.

1f

FRAUD.

On the 27th June, 1866, MOTEEWALLAH, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the

LABELS

of Messrs CROSSE & BLACKWELL, Ltd., and was sentenced by Mr Justice Phear to

TWO YEARS RIGOROUS IMPRISONMENT; SELLING SPURIOUS ARTICLES

bearing Labels in imitation of Messrs CROSSE & BLACKWELL'S, SHAK BACHIO was sentenced, by the same Magistrate at Calcutta, to

TWO YEARS RIGOROUS IMPRISONMENT.

CAUTION.—Any one SELLING SPURIOUS CROSSE & BLACKWELL'S, under CROSSE & BLACKWELL'S name, will be liable to the same punishment, and will be vigorously prosecuted. Purchasers are recommended to examine all goods carefully before taking delivery of them. The Genuine Manufacturers of Messrs Crosse & Blackwell may be had from EVERY RESPECTABLE DEALER in Calcutta.

1f

BISHOP'S EFFERVESCENT CITRATE OF MAGNESIA.

Introduced and prepared by ALFRED BISHOP, Manufacturing Chemist, 17 & 18, SPACK'S FIELDS, MILN, AND NEW TOWNS LONDON.

THIS perfectly white and delicately granulated preparation possesses remarkable effervescent qualities, which for purposes of the ordinary Seditive, Powder in its cooling, refreshing, and mild aperient, properties, as well as its flavor as a sedative draught. It is particularly well adapted for women and young children, on account of its most agreeable flavour and mild effect.

N.B.—The genuine has the name BISHOP upon the label, and the name and Trade Mark upon the wrapper, and is sold in convenient sizes, and secured in a perfect manner that it may be dipped with safety to any part of the world.

Manufactured also of Granulated and Effervescent Carbonate of Iron, Citrate of Iron, Citrate of Quinine, Citrate of Quinine and Iron, Carbonate of Lithium in Tubes, Citrate of Lithium, Very Salt Seditive Mixture, and all other Granulated Preparations.

In CHANCERY.—CAUTION BISHOP'S GRANULAR EFFERVESCENT CITRATE OF MAGNESIA.—Mr. Bishop, having discovered that the Label which he has used for the last five years was being imitated, recently applied to the Court of Chancery for an injunction to restrain such imitation. The injunction was immediately granted, and the Defendants were ordered to pay Mr. Bishop's Costs, and destroy the Labels complained of. Also, BISHOP'S NEW REMEDY FOR SEA-SICKNESS should be in the hands of every person travelling by Sea.

2s. 1f jall

TUPPER & CO'S MANUFACTURED CORRUGATED IRON.

For Roofing, Siding, Cladding, &c.

Sole Agents, 51 & 53, MOORGATE ST., LONDON, E.C.

SOLID MAHOGANY FURNITURE.

FOR INDIA, CHINA, AND THE COLONIES.

HEAL & SON

are Manufacturing, ESPECIALLY FOR USE IN EXTREME CLIMATES, Bed-Room Furniture, which is entirely free from Venetian.

IRON & BRASS BEDSTEADS

suitable for all parts of the World. Their stock consists of 2,500 Bedsteads.

HEAL & SON'S PATENT ROSEHAIR MATTRESSES

The Patent is for preventing the material from settling into place, and is especially suited for warm climates.

ILLUSTRATED CATALOGUE

FOR INDIA, CHINA, AND THE COLONIES, of Bedsteads, Bedding, and Bed-Room Furniture, sent Free to every part of the World to which there is Post Paid.

HEAL & SON,

BEDSTEAD, BEDDING, AND BED ROOM FURNITURE MANUFACTURERS, 196, 197 & 198, TOTTENHAM COURT ROAD, LONDON, W.

* Remittances and orders must be made payable in London

Dinnerford's FLUID MAGNESIA.

The best remedy for ACIDITY OF THE STOMACH, HEADACHE, HEARTBURN, COUT, AND INDIGESTION.

And the best mild Aperient for delicate constitutions, especially adapted for Ladies, Children, and Infants, and for regular use in Warm Climates.

IT IS PREPARED BY

DINNERFORD & CO., Chemists, London, and can be had of Druggists and Storekeepers throughout the world.

N.B.—Ask for DINNERFORD'S MAGNESIA. Agents at Hongkong: Messrs A. S. Watson & Co Hongkong Dispensary.

Miscellaneous.

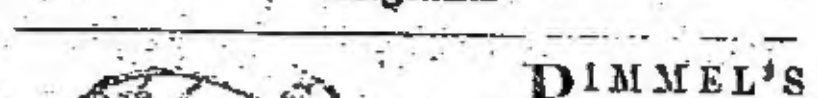
IMPORTANT REDUCTION IN GALVANISED IRON. JONES'S "STAFFORDSHIRE" BRAND, "CAMELO-PARADISE" BRAND, AND "PALM TREE" BRAND.

For the above well-known Brands of—

Apply to the

WOLVERHAMPTON CORRUGATED IRON COMPANY, WORKS—

Church Lane, Wolverhampton, England.



RIMMEL'S TOILET VINEGAR, superior to any other Cologne for all Toilets and sanitary purposes. RIMMEL'S LAVENDER WATER of unequalled quality.

RIMMEL'S GLYCERINE, WINDSOR, HONEY, and other Toilet Soaps, highly beneficial to the skin.

RIMMEL'S EXTRACT OF LIME JUICE and GLYCERINE, the best preparation for the Hair.

RIMMEL'S ROSE WATER, CRACKERS, SCENT WATCHES, and other amusing devices for Balls and Parties.

RIMMEL'S DINNER-TABLE FOUNTAIN, to replace the Rose Water Silver. Price, Silver-plated, 4s. 6d.

Sold by all Perfumery Dealers in the world.

RIMMEL, Perfumer to H.R.H. the Princess of Wales.

96, Strand & 24, Cornhill & 128, Regent Street London; and 17, Boulevard des Capucines, Paris.

IRON BUILDINGS

Of every description, adapted to all Climates, portable

Shipping in Harbour.

HONGKONG.

Consignees of Vessels will greatly oblige by forwarding corrections of errors in the following list.

Exclusive of To-day's Arrivals, Departures, and Clearances.

G. on Pedder's Wharf.—H.C., from Pedder's Wharf to Gibb's Wharf.—H.C., Westward of Gibb's Wharf.—H.C., on Pedder's Wharf to the Military Hospital.—E., Eastward of the Hospital.—K., on Kowloon side.

Vessel's Name and Where Anchored.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
STEAMERS.							
1867-68.							
Azot	W Johnson	Brit. str.	476	March 25	P. & O. S. N. Co		
Ulan Alpine	E Hutchinson	Brit. str.	943	April 6	Jardine, Matheson & Co		
Douglas	W C Pitman	Brit. str.	615	April 6	P. & O. S. S. Co (Chartered)		
Fung Shuey	W C Watson	Amer. str.	740	Feb.	A. A. Heard & Co		
Glengyle	W C Hooper	Brit. str.	1265	April 5	Jardine, Matheson & Co		
Kan Ka Kee	W C Yeaton	Amer. str.	313	March 24	A. A. Heard & Co		
Lightning	W C Matheson	Brit. str.	316	April 8	Gibb, Livingston & Co		
Malta	W	Brit. str.	960	March 21	P. & O. S. N. Co		
Mona	W C Morison	Brit. str.	642	April 8	Gibb, Livingston & Co		
Warrior	K Patterson	Amer. str.	2024	April 6	Russell & Co	Shanghai	Early
Yesso	W C Ashton	Brit. str.	580	April 8	Douglas LaPraik & Co	Swatow, &c.	12th, 7 a.m.
SAILING VESSELS.							
Atrévida	W Bisset	Brit. bk.	407	April 6	Captain		
Aunt Lizzie	W C Proctor	Brit. bk.	536	April 9	Order		
Belvidere	W Hower	Amer. sh.	1321	March 20	Captain		
Benefactress	E Eldred	Amer. bk.	524	April 7	Smith, Archer & Co		
Carobel	W McKenzie	Amer. bk.	467	March 28	Russell & Co	Saigon	12th instant
Cary & Jane	W Jansen	Hamb. bk.	412	March 7	Bourjau, Hubener & Co	Callao	Early
Catharina	W Hess	Hamb. bk.	500	March 27	Wm. Postau & Co		
Corpor	W Sparrow	Amer. sh.	1079	March 16	Captain	San Francisco	Early
Crimea	W Barrow	Brit. sh.	478	April 3	Chinese		
Dagmar	W Bhunstrom	Russ. sh.	800	Feb. 29	Order	Saigon	
Dayspring	E Middleton	Brit. bk.	393	March 19	Russell & Co	Melbourne and S'ney	Early
Eliza	W Sedgley	Brit. sh.	1378	March 1	Bosman & Co	San Francisco	Early
Formosa	W Paulson	Prus. bk.	275	April 3	Bourjau, Hubener & Co		
Glennie	W Burditt	Russ. sh.	635	January 3	Landstein & Co	S'ney & B'ny	Early
Golden Fleeco	W Gall	Brit. sh.	350	March 16	Chinese	Shanghai	
Henrietta	E Allen	Brit. bk.	181	March 30	J. S. Hook, Son & Co		
Hopeful	W Buttery	Brit. bk.	332	April 1	Order	Saigon	
Java	W C Anderson	Prus. bk.	309	March 31	Arnhold Karberg & Co	Portland	
Jeanne Alice	W Moutier	Frch. sh.	1209	March 11	Order	San Francisco	Early
John L. Dimmock	W Wenchell	Brit. sh.	1047	March 26	Russell & Co		
John Norman	E Gardiner	Brit. sh.	513	March 18	A. A. Heard & Co		
Maria	Machado	Russ. sh.	637	March 11	Russell & Co	Melbourne and Sydney	
Maria Louisa	W Arretia	Span. bk.	360	March 11	A. A. Heard & Co	Manila	
Maria Morton	W Marcell	Feb. bk.	401	March 31	Reynvan Brothers & Co	Manila	
Maria Theres	W Bonneson	Feb. bk.	502	Dec. 12	Carlowitz & Co	Manila	Early
Merchauntman	E Mourellyan	Brit. sh.	1018	April 8	Jardine, Matheson & Co		
Mirage	W Ruan	Brit. sh.	718	March 29	Q. Acheong		
M. W. Sass	W C Arentzen	Dan. bk.	304	April 7	John Burd & Co		
Navarino	W C Wetters	Brit. bk.	408	March 21	Smith, Archer & Co		
Neptuno	W Renteria	Span. bk.	284	March 31	Order		
Nevelie	K Jackson	Brit. sh.	715	Feb. 16	Turner & Co		
Resolute	W Euziere	Siam. sh.	360	April 8	Yuen Fat Hong		
San Lorenzo	W Lebesma	Span. bk.	220	April 7	Remedios & Co	Manila	
Santa Anna	W Gavito	Span. bk.	402	March 26	Remedios & Co		
Serica	W Innes	Brit. sh.	707	April 7	Birley & Co		
Spitfire	W C Mills	Brit. sh.	440	March 22	John Burd & Co	Saigon	
Sultan	W Howard	Brit. sh.	390	Feb. 8	Order		
Sword Fish	W Muller	Siam. sh.	575	March 31	Chinese		
The Colleen Bawn	W Allen	Brit. bk.	386	April 4	Arnhold Karberg & Co		
Vesta	W Tetens	Hamb. bk.	240	March 11	Siemens & Co	Pelew Islands	
Vision	W Cummings	Brit. bk.	197	April 9	Russell & Co	Tientsin	12th instant
Young Greek	W Beinroth	Brit. bk.	424	April 8	Yuen Fat Hong		

WHAMPOA.

Vessel's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
Catalina	Escanadilla	Span. str.	361	April 3	Order		
China	Steward	Brit. str.	2010	April 8	P. & O. S. N. Co		
Coila*	Grange	Brit. str.	535	April 1	Achow (Kwong-li-yuen hong)	Hankow	
Condor	Schmidt	Prus. bk.	244	March 31	Siemens & Co		
Don Antonio Escano	Maximino	Span. str.	800	April 9	Spanish Consul		
Imperatrice	Masairo	Frch. str.	2300	April 9	Messageries Imperiales		

(*At Canton)

SHANGHAI.

Merchant Sailing Vessels, from or for European, Australian and American Ports, in Harbour on April 1.

Ship's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Where from.	Destination.	Consignees or Agents.
Adelina	Dennett	Brit. sh.	730	March 17	Cardiff	Hongkong	Borneo Company
Andrew Jackson	MacCallum	Amer. sh.	1253	Feb. 27	Newport	Hongkong	Frazar & Co
Emily Ellen	Penell	Brit. sh.	1009	March 30	Cardiff		
Gen. Havelock	Cawse	Brit. bk.	351	March 4	Cardiff	London	Gibb, Livingston & Co
Isabella Ridley	Watson	Brit. bk.	516	March 5	Cardiff		Bourjau, Hubener & Co
Layard	Watson	Brit. bk.	175	March 15	Newcastle, N.S.W.		Frazar & Co
Magellan	Croebie	Brit. sh.	613	Feb. 24	Liverpool	London	Shaw, Brothers & Co
Phoenix	Oullen	Brit. sh.	908	March 18	Cardiff	Vancouver	Frazar & Co
Princess of Wales	Sheppard	Brit. sh.	906	Feb. 23	Newport		Jardine, Matheson & Co
Tavistock	Tate	Brit. sh.	532	January 22	Shields		Gibb, Livingston & Co
White Adder	Moore	Brit. sh.	915	March 11	London	New York	W. R. Adamson & Co

VESSELS LOADING.

Destination.	Vessel's Name.	Flag & Rig.	Consignees.	Intended Despatch.
CHINA & JAPAN PORTS.				
HANKOW	Collof	Br. str.	Achow	
SHANGHAI	Warrior	Am. str.	Russell & Co	
Do.	Golden Fleeco	Br. sh.	Chinese	
TIENTSIN	Vision	Br. bk.	Bosman & Co	12th
OTHER PORTS.				
CALLAO	Cary & Jane	Hm. bk.	Bourjau Hubener & Co	
MANILA	Maria Louisa	Sp. bk.	Aug. Heard & Co	
Do.	Maria Morton	Fr. bk.	Reynvan Bros. & Co	
Do.	Santa Anna	Sp. bk.	Remedios & Co	
MELBOURNE & SYDNEY	Maria	Ru. sh.	Russell & Co	Early
Do.	Dayspring	Br. bk.	Russell & Co	
PELEW ISLANDS	Vesta	Hm. bk.	Siemens & Co	
PORTLAND	Jeanne Alice	Fr. sh.	Order	
SAIGON	Dagmar	Ru. sh.	Order	
Do.	Hopeful	Br. bk.	Order	
Do.	Spitfire	Br. sh.	John Burd & Co	
Do.	Carobel	Am. bk.	Russell & Co	
SAN FRANCISCO	Corpor	Am. sh.	Captain	12th
Do.	Eliza	Br. sh.	Bosman & Co	
Do.	J. L. Dimmock	Br. sh.	Russell & Co	
SINGAPORE & BOMBAY	Glennie	Ru. sh.	Landstein & Co	Early
SURINAM	M. Theres	Fr. bk.	Carlowitz & Co	Early

* At Whampoa.

† At Canton.

MEN-OF-WAR IN HONGKONG HARBOUR.

Name.	Flag.	Rig.	Cal.	H.P.	Captain.
Aspie	French	gun-boat	—	—	Andria de Nereio, Com.
Drake	British	gun-boat	3	—	C. Crowdy, Lieut.
Flamer	British	naval hospital	—	—	Attached to Melville
Forester	British	gun-boat	3	60	In Ordinary
Hardy	British	gun-boat	3	60	In ordinary
Janus	British	gun-boat	3	40	Keppel, Lieut.
Manila	British	gun-boat	—	—	Johnson, Lieut. Comr.
Melville	British	naval hospital	—	—	R. Bernard, D.M.I.G. &c.
Princess Charlotte	British	receiving ship	14	—	Commodore Oliver Jones
Rideman	British	surveying ship	—	—	J. W. Reed, Nav. Lieut.
Sa de Bandeira	Portuguese	steamer	13	—	Rodrigues, lat A'deen dock
Scorpion	French	gun-boat	—	—	Haigier, Commander
Unadilla	U. States	steamer	5	180	Hatfield, Lt. Commander
Watchful	British	gun-boat	3	40	Harbor Tender to Comm.
Zebra	British	steam-sloop	7	—	E. J. Pollard, Commander

MEN-OF-WAR AT CANTON.

Vessel.	Flag.	Rig.	Cal.	H.P.	Captain.
Chong-ting	Chinese	gun-boat	3	—	Bessard
Fee-long	Chinese	gun-boat	3	—	Edwards
Hai-ching	Chinese	Customs' cruiser	4	—	Folsom

HONGKONG, MACAO AND CANTON.

RIVER STEAMERS.

Vessel.	Flag.	Captain.	Tons.	Owners or Agents.
Fame, (110 h. power)	British	Stephenson	117	H. & W. Dock Company's Tug
Fire Dart	British	Canroll	380	H. C. and M. Steam-boat C. pany
Kin Shau	British	Haskell	456	Do.
Kiu Kiang	British	Benning	617	Do.
Lintin	British	Laid up	69	Acheong
Little Orphan	British	Bonning	46	Union Dock Company Tug.
Poyang	British	Laid up	379	H. C. and M. Steam-boat C. pany
Prince Albert	British	Laid up	101	Q. Acheong
Sir J. Jeejeebhoy	British	Godell	140	Thomas Hunt & Co
Spark	Amer.	Wilson	140	Thomas Hunt & Co
Spec	Amer.	Graves	280	H. C. and M. Steam-boat C. pany.
White Cloud	British			

RECEIVING SHIPS.

Vessel.	At	Flag & Rig.	Tons.	Captain.	Owners.
Fort William	Hongkong	B. sh.	1000	Townsend	P. & O. S. N. Steam Co
Mahamoodie	Fuchau	B. bk.	292	Oliver	Jardine, Matheson & Co
Snipe	Ningpo	B. bk.	341	Green	Jardine, Matheson & Co
Water Witch	"	B. sh.	427	Lewis	Captain Lewis
Lady Hayes	"	B. bk.	384	Partridge	Jardine, Matheson & Co
Wellington	"	B. bk.	472	Bennett	David Sassoon Sons & Co
Pathfinder	{ T'u-kau, }	B. sh.	262		Jardine, Matheson & Co
Ternate	{ Formosa }	B. bk.			Dent & Co

Chinese Advertisements.

白告梳燕

司公險保華新
或架巴刺多公司啟
癸亥年八月廿六日
倫敦等支交特此聲明

票投人招

號之月投理啟
德間英房票事香
英四月者承人港
理事人可投猪出
九投猪個店賣

啟館本

日等六以自啟
後一十備等項本
唐字欲一十入館
字刷先再仙字閱
印者地此字看
者多印此半有
將紙館一員如
幅啟船多者

Printed and Published by CHARLES ARBAHAM SAINT, Proprietor, at No. 8, Wyndham Street, Victoria, Hongkong.

C

PUB

Vol. XXIV. No. 1514.

AGENTS FOR

LONDON.—F. A.

Lombard Street

Cornhill. G. C.

born Hill, E.C.

AUSTRALIA, TA

ZEALAND.—

bourne and Syd

SAN FRANCISCO

generally.—W.

Francia.

CHINA.—Swatow,

Giles & Co.

Co. Shanghai

Hing O. K. A.

Official Notice

It is hereby notified

orders, the China

Mail will be the

Notifications proceed

nio Majesty's Consul

British Consulate,

D. B. R.

It is hereby notified

orders, the China

Mail will be the

Notifications proceed

nio Majesty's Consul

British Consulate,

R.

April 12, Guelan

Poudrez Riviere, S

Dep

April 12, Johanna

12, Mirage, 10

12, Vision, 10

12, Glenzie, 10

12, Formosa, 10

12, Catherine, 10

12, Yesso, for

11, H. B. M.

Under

For Swatow, Am

Formosa, on Wedn

inst., at 8 a.m.

For further A

tisements, &c.,

New Adv

GRAND E

AT THE THE

ON THURSDAY,

Doors open at hal

Admission.—S

Hongkong, April

FOR

A FEW Silicated

various Sizes at

Hip Shower BATH

Hongkong, April

FOR

HENNESSY'S 10

cases, MARTELL'S BRAN

DUFF & GORDON'S

dozen cases.

BASS' Old PORT,

Bass' Pale ALE,